### PORTOLA CENTER



# Portola Center Retaining Wall Workshop January 10, 2013

#### **Table of Contents**

1.	Updated Project Description  Project Setting & Conceptual Land Use Plan
2.	Project Status & Overview of Recent Design Changes
3.	Project MSE Retaining Wall Comparisons  Previous Plan vs. Proposed Plan
4.	Photo Simulations Aerial & Wall Cross-Sections Key Maps
5.	Portola Northwest Planning Area Photo Simulations 6 & 12 & Wall Cross-Sections
6.	Portola Northeast Planning Area Photo Simulations 1, 8, 9, 10, 11, & 13, & Wall Cross-Sections
7.	Portola South Planning Area Photo Simulations 4 & 5 & Wall Cross-Sections
8.	Exhibits

Tentative Map Retaining Wall Exhibits Landscape Concept Plans & Plant Lists

Fuel Modification Zone Exhibits

**Tentative Tract Maps** 

# Portola Center Updated Project Description

The Portola Center Project consists of 930 residential units, including 260 multi-family homes, 613 single family homes, and a mixed use site that includes 57 affordable multifamily homes and 10,000 square feet of commercial retail. A total of 18 accessory/secondary units, which by State Law are not counted as separate dwelling units, are proposed as attached and integrated into 18 single family homes planned in the north half of the Project. The Project also includes approximately 6.1 acres of onsite pedestrian parks and recreational facilities, a 5-acre neighborhood park, and various other amenities, including riding and hiking trails, natural open space areas, and enhanced pedestrian pathways and parkways.

The Project is made up of three major planning areas, the Portola South Planning Area, the Portola Northwest Planning Area, and the Portola Northeast Planning Area. The South Planning Area includes the 5-acre neighborhood park site, the mixed use site, 260 multi-family homes, and 309 single family homes. The Northwest Planning Area includes 81 single family homes and the Northeast Planning Area includes 223 single family homes.

The Portola Center Project also includes over \$60 million worth of contributions to offsite public facilities, including transportation/road facilities, city facilities, public open space and regional park facilities, and school facilities. To fulfill its regional park contributions, the Project will reimburse the City for the acquisition of land to develop the City's Sports Park Complex and provide a 5-acre neighborhood park onsite.







#### Portola Center

#### Project Status & Overview of Recent Design Changes

The Portola Center Project is in the process of finalizing technical studies and planning documents such as the Area Plan as part of the completion of the necessary documentation for the Environmental Impact Report. The Project has undergone a number of significant design changes since the last Planning Commission Workshop held on September 27, 2012. These design changes were in response to the project access recommendations that came from the City-hosted Portola Hills Traffic Workshops as well as the feedback received from Commissioners at the Planning Commission Workshop. The Project is also in the process of securing the necessary approvals from the Orange County Fire Authority for its Fuel Modification Zones.

#### Revisions as a Result of the Traffic Workshops

The conclusion of the traffic workshops resulted in a number of recommendations related to access/Project driveways and circulation improvements along Saddleback Ranch Road from the City's traffic consultant and workshop moderator Joseph Foust of Stantec. As a result, the design of the Portola Northeast Planning Area was substantially changed to eliminate a second driveway and a four-way intersection along Saddleback Ranch road, to incorporate an emergency access along Glenn Ranch Road, and to extend the main entry road all the way through the Planning Area.

The Northwest and South Planning Areas did not undergone any changes to internal circulation or project access, however the four-way intersection that provided access to the Northwest site was replaced with an unsignalized T-intersection. A raised landscaped median was also incorporated into Saddleback Ranch Road within the Project boundaries and the dedicated "free right turn" at Saddleback and Glenn Ranch Road was maintained as part of the Project design.

## Revisions as a Result of the September 27, 2012, Planning Commission Workshop on Retaining Walls

At the September 27, 2012, Planning Commission Workshop, the Commissioners provided feedback on the height and scale of Mechanically Stabilized Earth (MSE) retaining walls used throughout the Project, with particular attention paid to the MSE walls adjacent to the Public Right of Way (e.g., Glenn Ranch Road) and MSE walls visible from internal streets within the Project. The Northeast Planning Area contains the site's steepest natural topography and includes the use of tiered MSE walls as the site climbs from Glenn Ranch Road up to the neighborhoods to north of the Project site, particularly along the Planning Area's eastern edge which contains existing slopes with a 30-40% natural grade.

The Project design presented in September 2012 to the Commission contained a number of MSE walls as high as 30 feet on the Northeast site. In respond to the Commission's feedback on these walls, the new design for the Northeast site does not contain any walls over 20 feet in height and the majority of the walls are now a maximum of 16 feet in height individually. The layout of the streets and lots of the site was changed to create additional separation between the different tiers of lots as you move from Glenn Ranch Road to the northern boundary, making it possible to create additional separation between the retaining walls and lower the heights of these walls. The revised design reduced the scale and extent of MSE walls near the entrance to the Northeast Planning Area and along the Planning Area's eastern edge. Finally, a decorative five-foot-high wall was added at the base of the Project site along the inside edge of the Aliso Serrano Riding and Hiking Trail to reduce the height and scale of MSE walls along Glenn Ranch Road.

The Portola Northwest Planning Area contains fewer and significantly shorter MSE walls such that walls viewable from Glenn Ranch Road or internal to the site do not extend above 15 feet in height. These walls are also separated by considerable distance and landscaped 2:1 slopes from Glenn Ranch Road. The five-foot-high decorative wall along the Aliso Serrano Trail was extended along the southern edge of the Northwest Planning Area.

The Portola South Planning Area contains MSE walls along its southern boundary which borders the approximately 1,000-foot-wide Southern California Edison transmission corridor property. These walls are only partially visible from the industrial area along Definition Road, the Foothill Transportation Corridor, and Εl Toro Road intervening/shielding topography and considerable distance mitigate the visual effect of these walls. The development footprint in the southeastern corner of the Portola South Planning Area was pulled in away from the SCE property to reduce the MSE walls and widen the fuel modification zone in this area. Finally, additional amenities are being incorporated into the trails proposed along the southern and eastern boundaries of Portola South.

# Portola Center MSE Retaining Wall Comparisons Previous Plan vs. Proposed Plan

### 12 13 14 Previous Plan 10 8 6 9 11 2 3 17 12 14 Proposed Plan 8 6 3 2 15 16

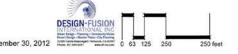
#### PORTOLA CENTER

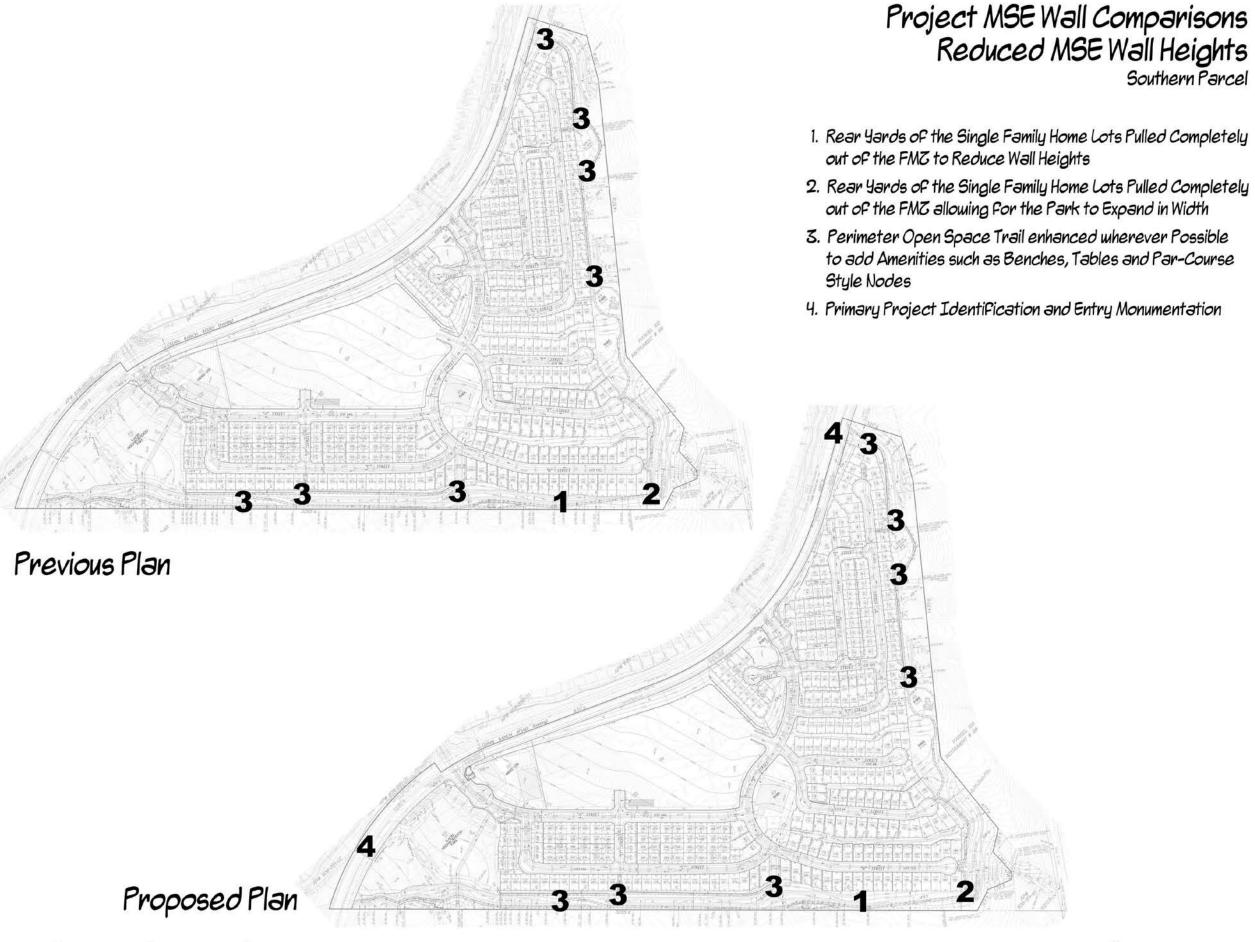
A Planned Community by USA Portola Properties, LLC in the City of Lake Forest, California

#### Project MSE Wall Comparisons Reduced MSE Wall Heights

Northern Parcels

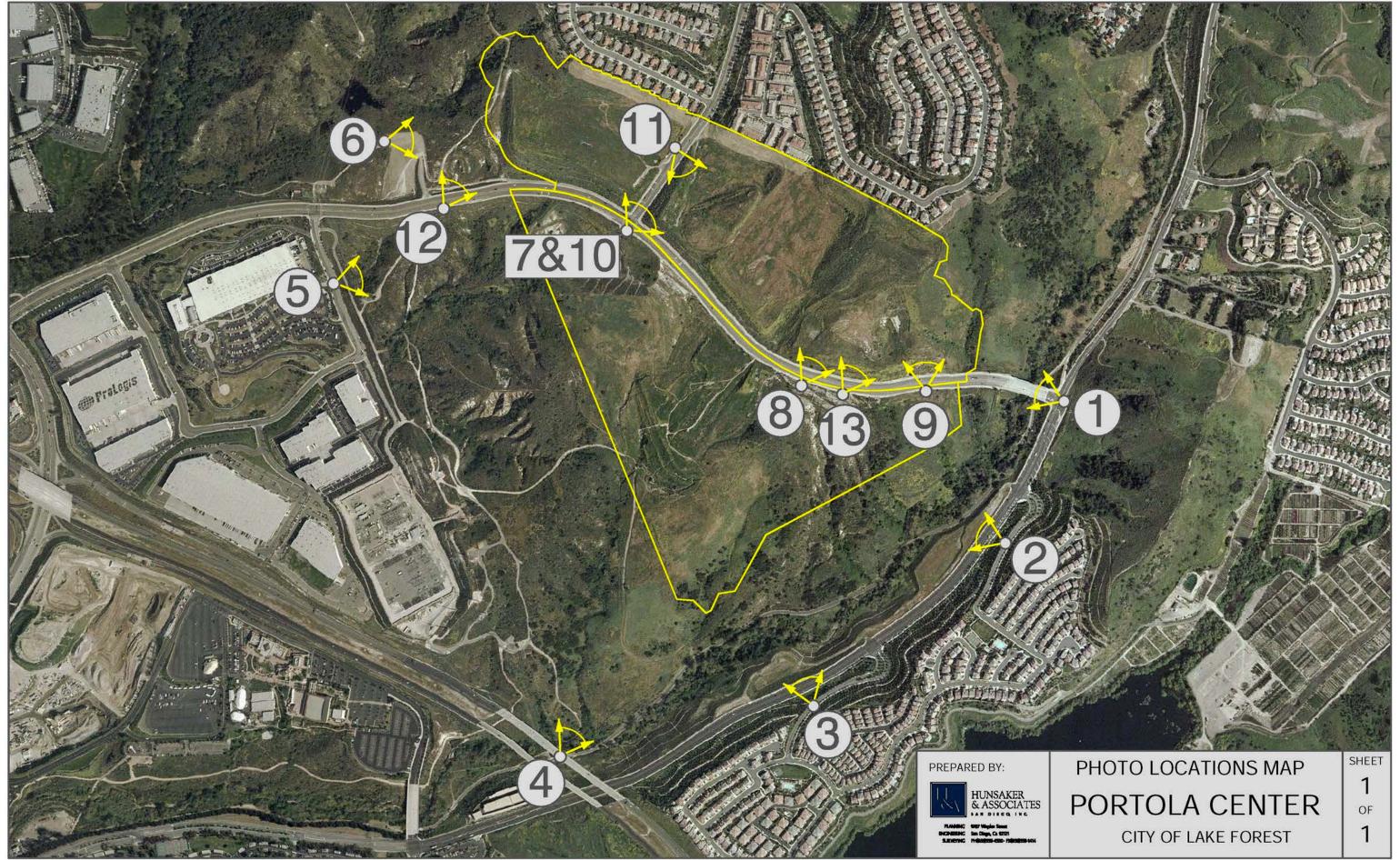
- 1. Community Entry Opened Up Visually
- 2. Saddleback Ranch Road Community Entry Removed per City's Traffic Consultant Recommendations and Community Input during the Saddleback Ranch Road Community Traffic Meetings and Studies
- 3. MSE Walls behind Entry Park Reduced in Height From one 30' High Wall and one 10' High Wall to one 16' High Wall
- 4. Walls Reduced in Height From one 25' High Wall and one 15' High Wall to one 5' High Wall, one 16' High Wall and one 8' High Wall
- 5. Wall Height Reduced From 25' High to 16' High
- 6. Wall Heights Reduced From two 25' High Walls to one 5' High Wall and two 16' High Walls
- 7. Wall Heights Reduced From one 30' High Wall and one 20' High Wall to two 20' High Walls
- 8. Wall Heights Reduced From one 30' High Wall and one 25' High Wall to three 16' High Walls
- 9. Wall Heights Reduced From two 18' High Walls to one 16' High Wall
- 10. 30' High Walls Removed
- 11. 10' High Walls Removed
- 12. 15' High Wall Reduced to a 10' High Wall
- 13. 5' High Retaining Wall along the Existing Portola Hills Bella Palermo Homes is Removed
- 14. Single Family Rear Yards adjacent to the Existing Portola Hills Bella Palermo Homes were Removed and Replaced with a Single Loaded Street Creating a Planted Parkway along these Bella Palermo Front Doors
- 15. Emergency Access Provided to Glenn Ranch Road per City's Traffic Consultant Recommendations during the Saddleback Ranch Road Community Traffic Meetings
- 16. Single Family Home Rear Yards Pulled out of FMZ

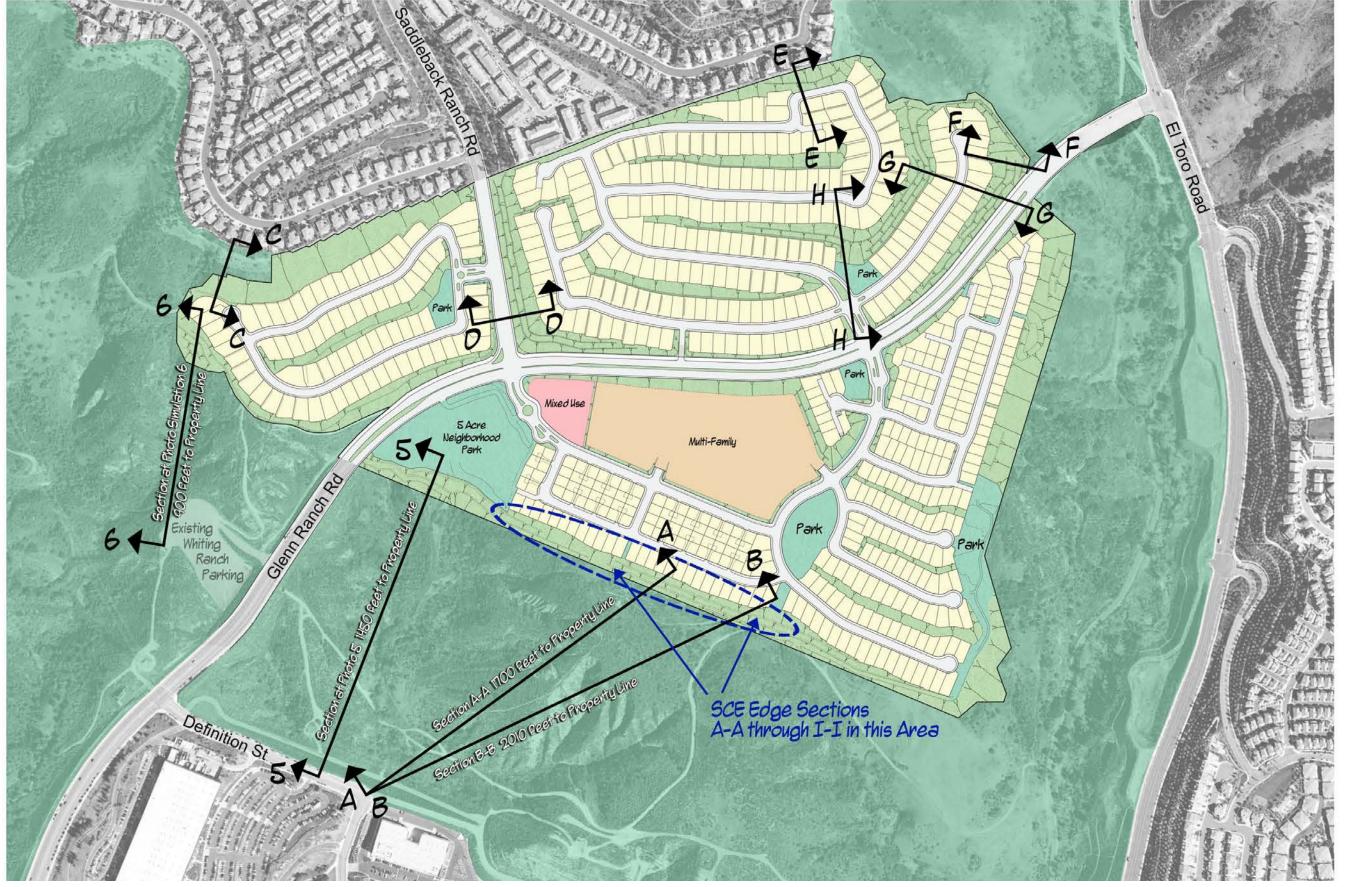




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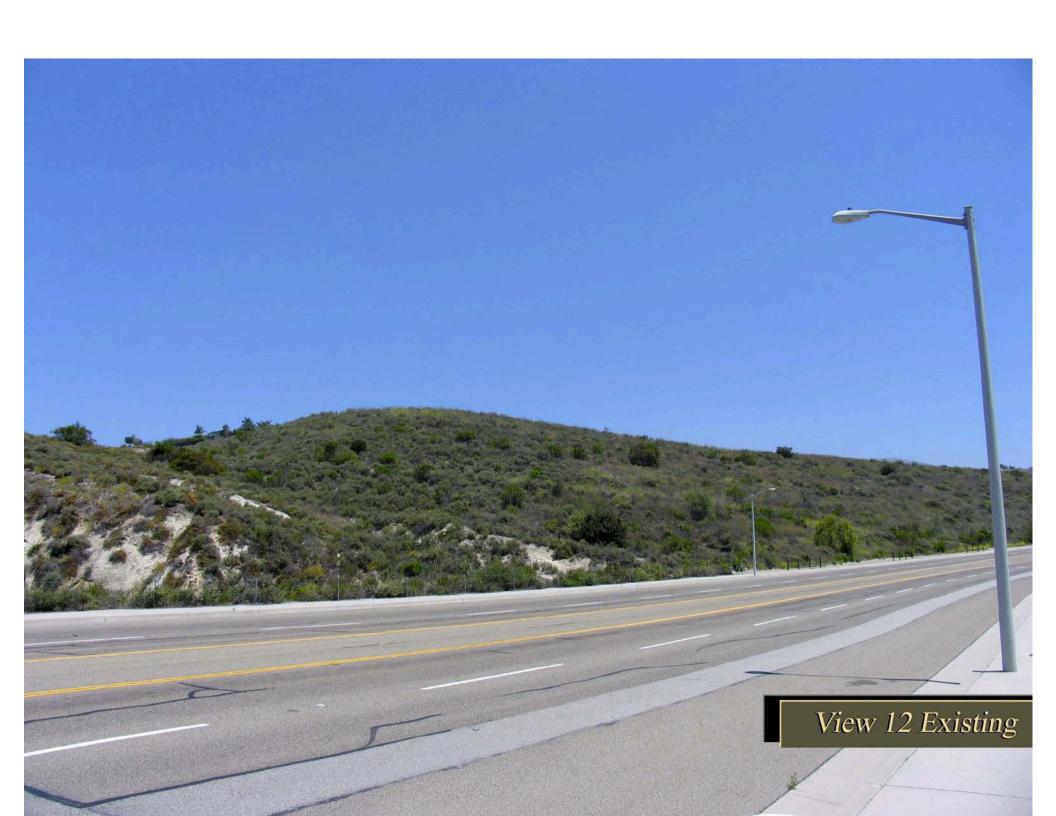


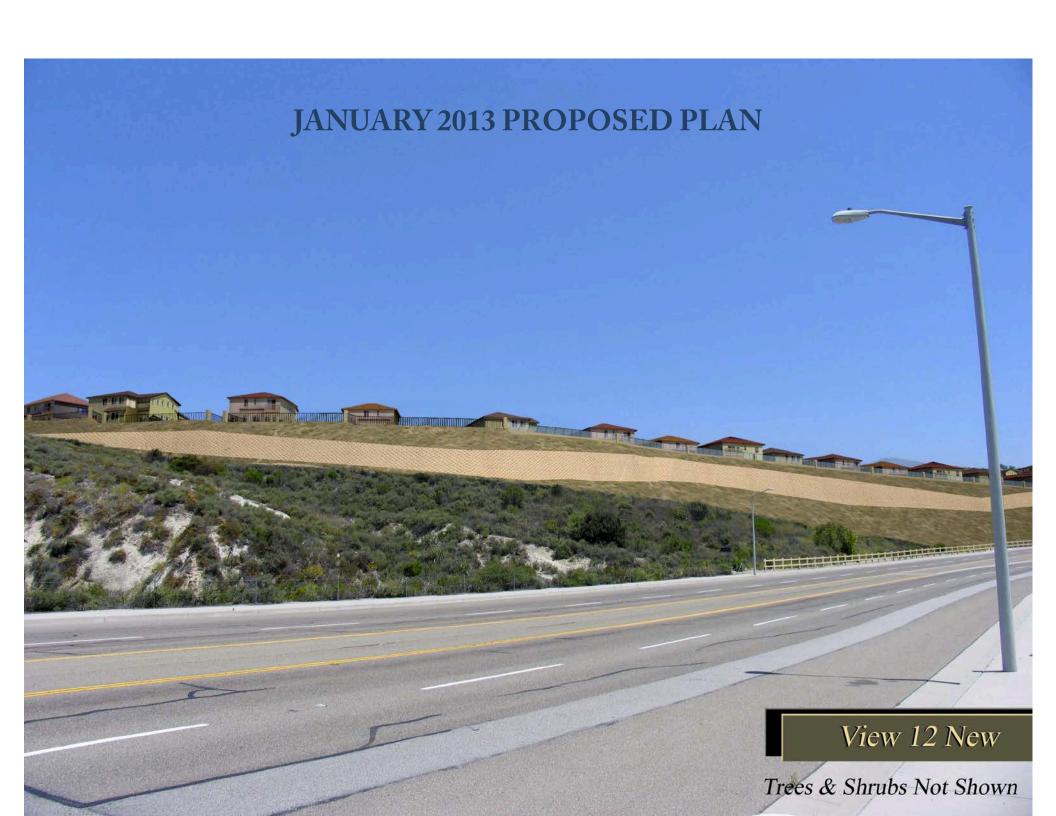


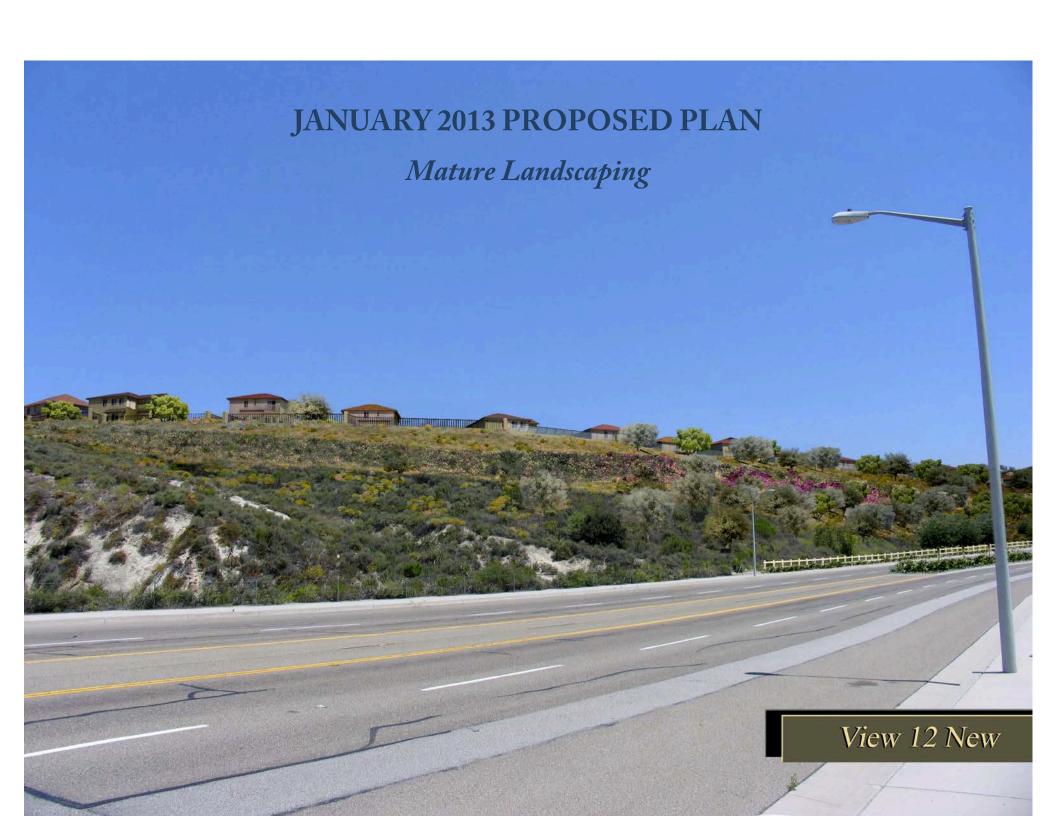
WALL CROSS-SECTIONS
KEY MAP

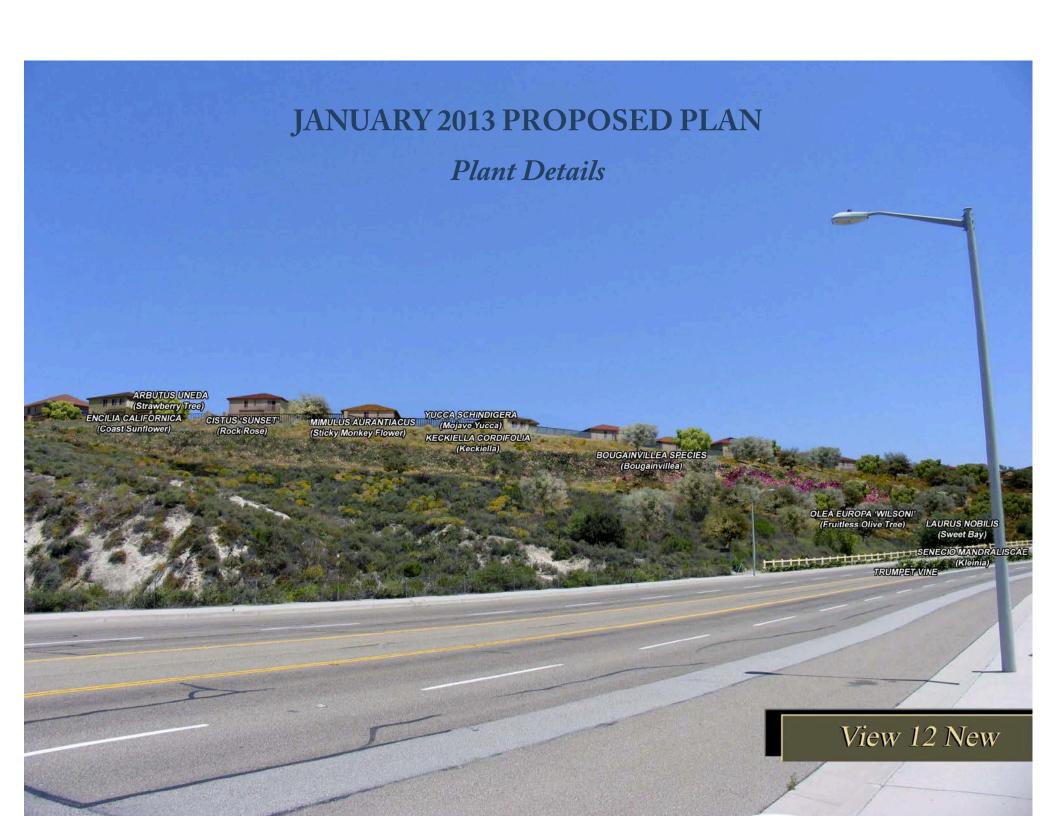
# PORTOLA CENTER NORTHWEST PLANNING AREA

Photo Simulations & Cross-Sections









#### View 12 Plant Palette



Arbutus Uneda (Strawberry Tree)



Encilia Californica (Coast Sunflower)



Cistus Sunset (Rock Rose)



Mimulus Aurantiacus (Sticky Monkey Flower)



Yucca Schindigera (Mojave Yucca)



Keckiella Cordifolia (Keckiella)

#### View 12 Plant Palette



Bougainvillea Species (Bougainvillea)



Oleo Europa Wilsoni (Fruitless Olive Tree)



Laurus Nobilis (Sweet Bay Tree)



Campsis Radicans (Trumpet Vine)



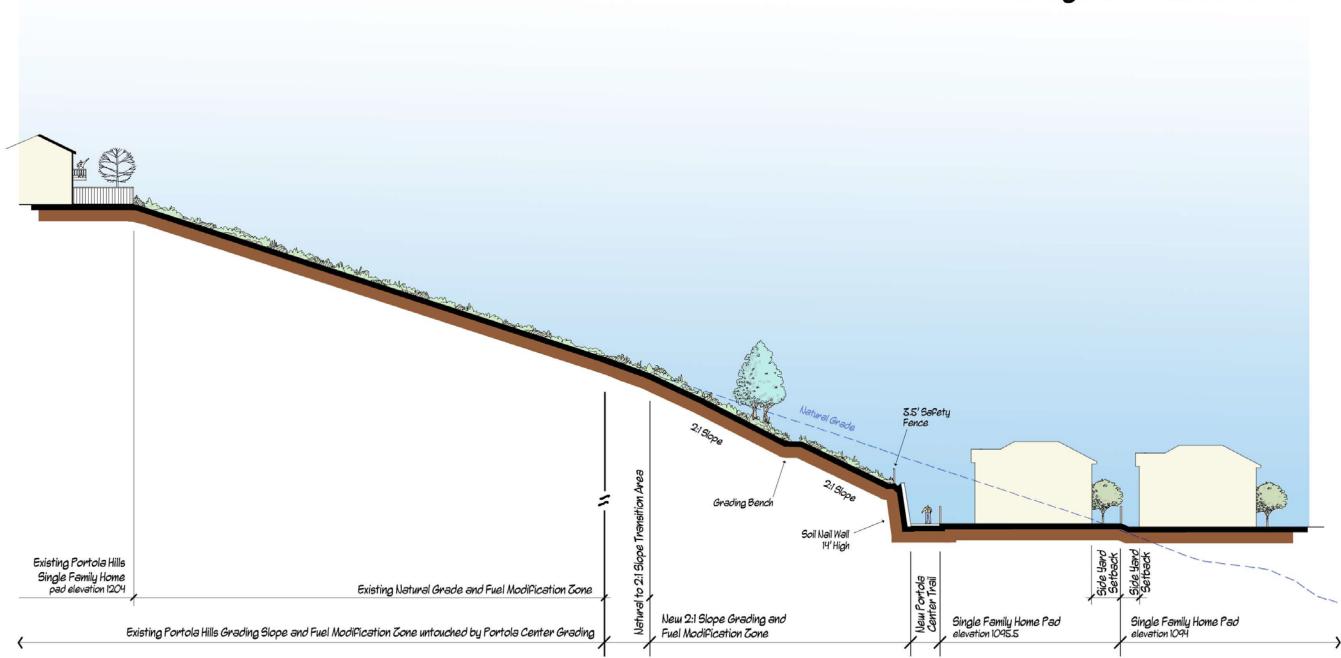
Senecio Mandraliscae (Kleinia)







Project Site Sections
Northwestern Parcel - Proposed Project /
Existing Portola Hills Interface



Section C-C Northwestern Parcel Cul-de-sac Lot

### PORTOLA CENTER

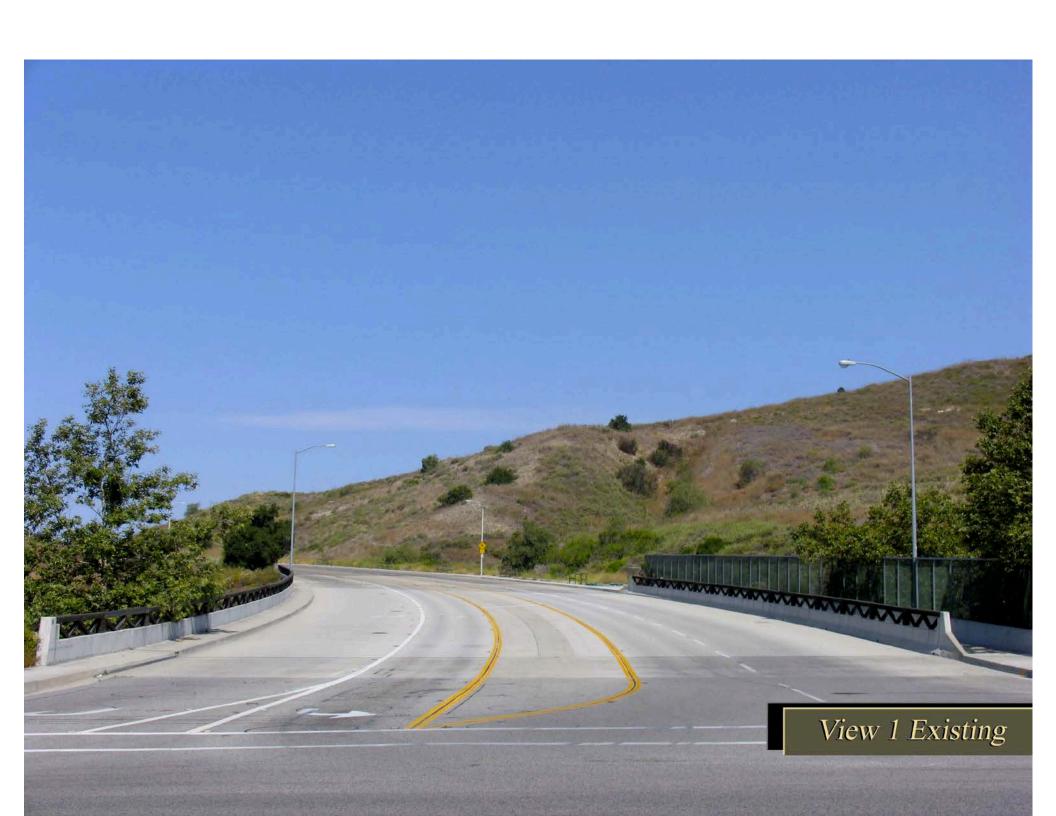


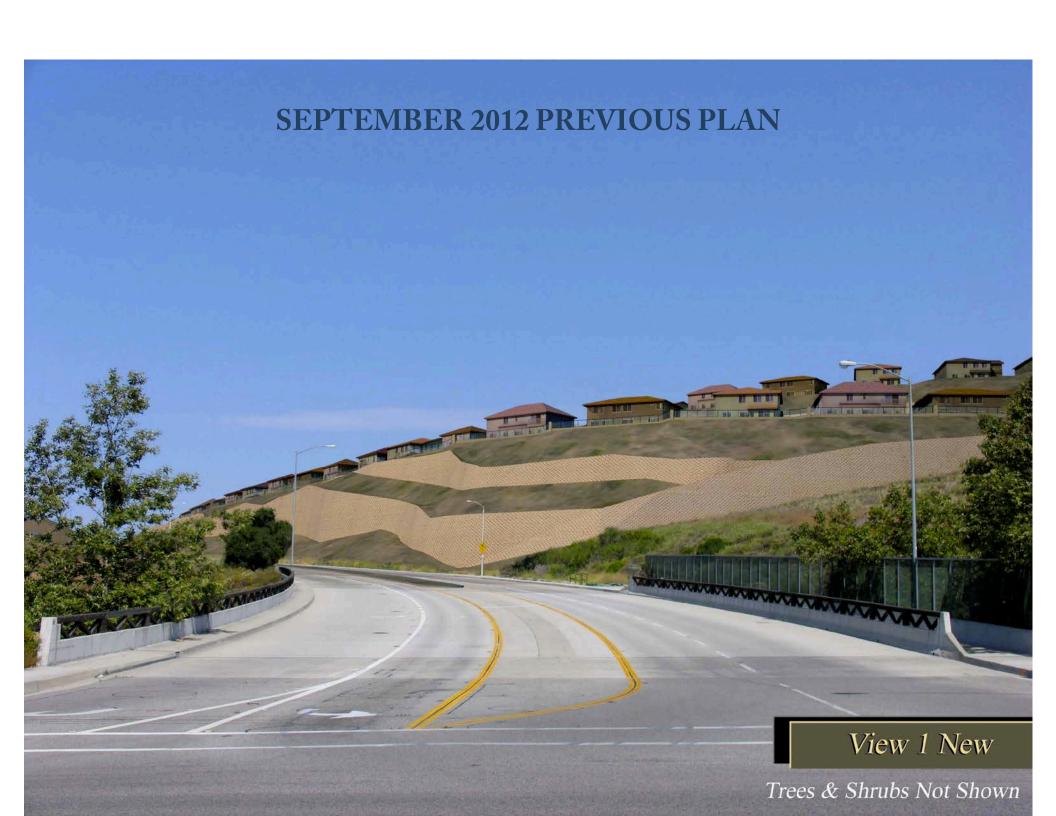


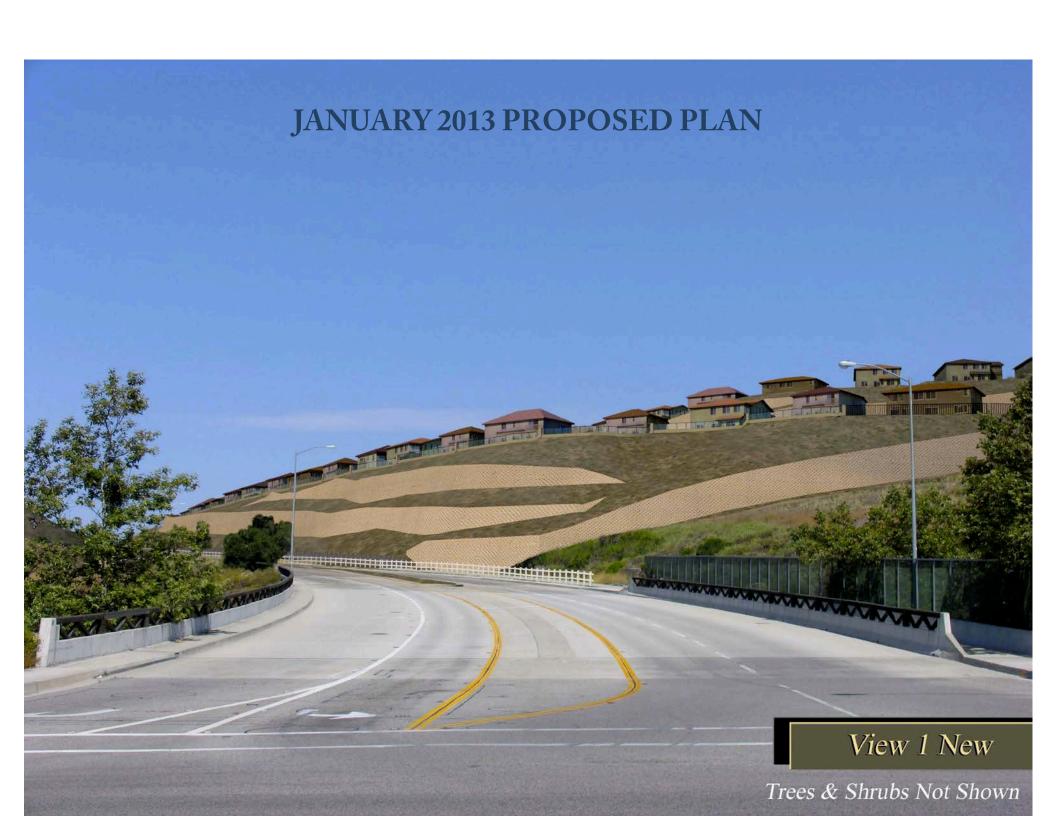
Section at Photo Simulation 6 Whiting Ranch Parking Lot to Project Property Line

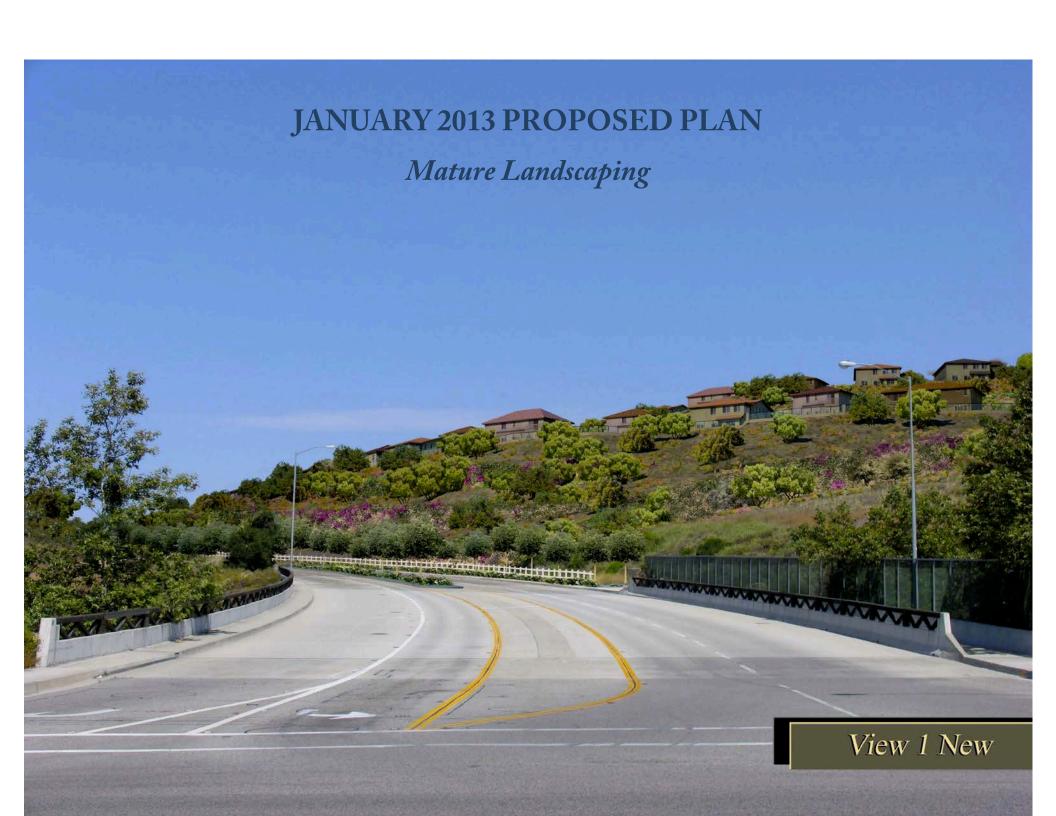
# PORTOLA CENTER NORTHEAST PLANNING AREA

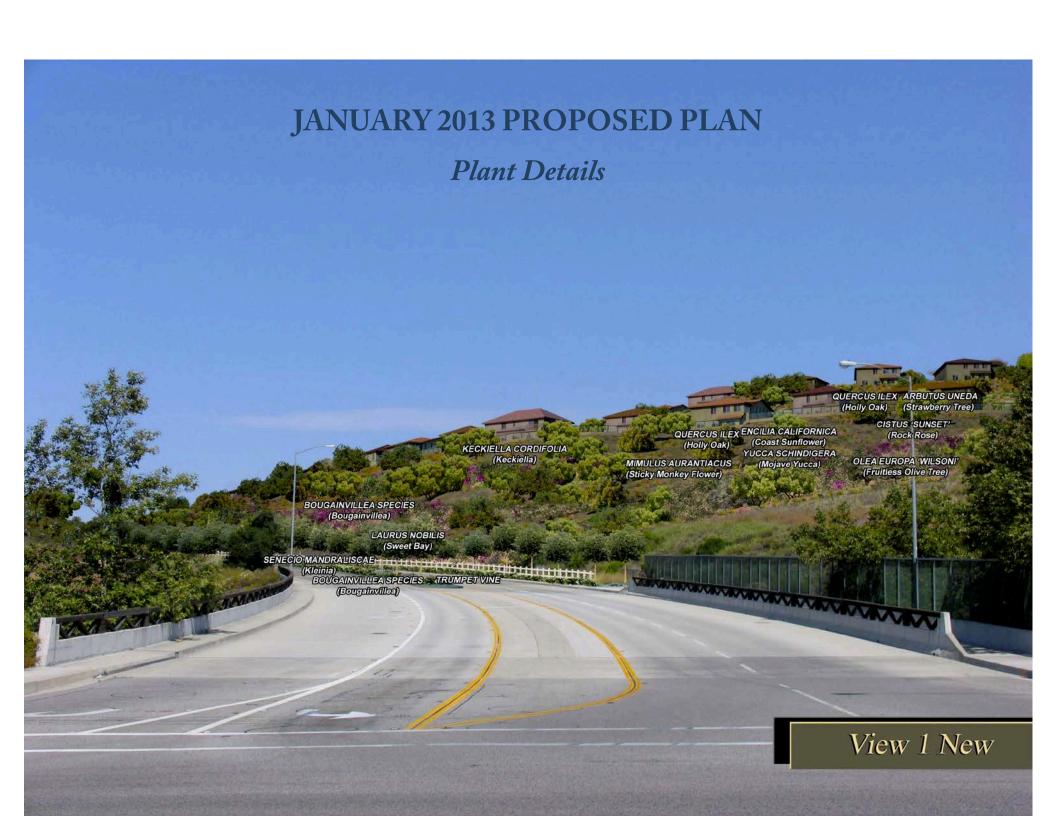
Photo Simulations & Cross-Sections











#### View 1 Plant Palette



Arbutus Uneda (Strawberry Tree)



Encilia Californica (Coast Sunflower)



Cistus Sunset (Rock Rose)



Mimulus Aurantiacus (Sticky Monkey Flower)



Yucca Schindigera (Mojave Yucca)



Keckiella Cordifolia (Keckiella)

#### View 1 Plant Palette



Bougainvillea Species (Bougainvillea)



Oleo Europa Wilsoni (Fruitless Olive Tree)



Laurus Nobilis (Sweet Bay Tree)



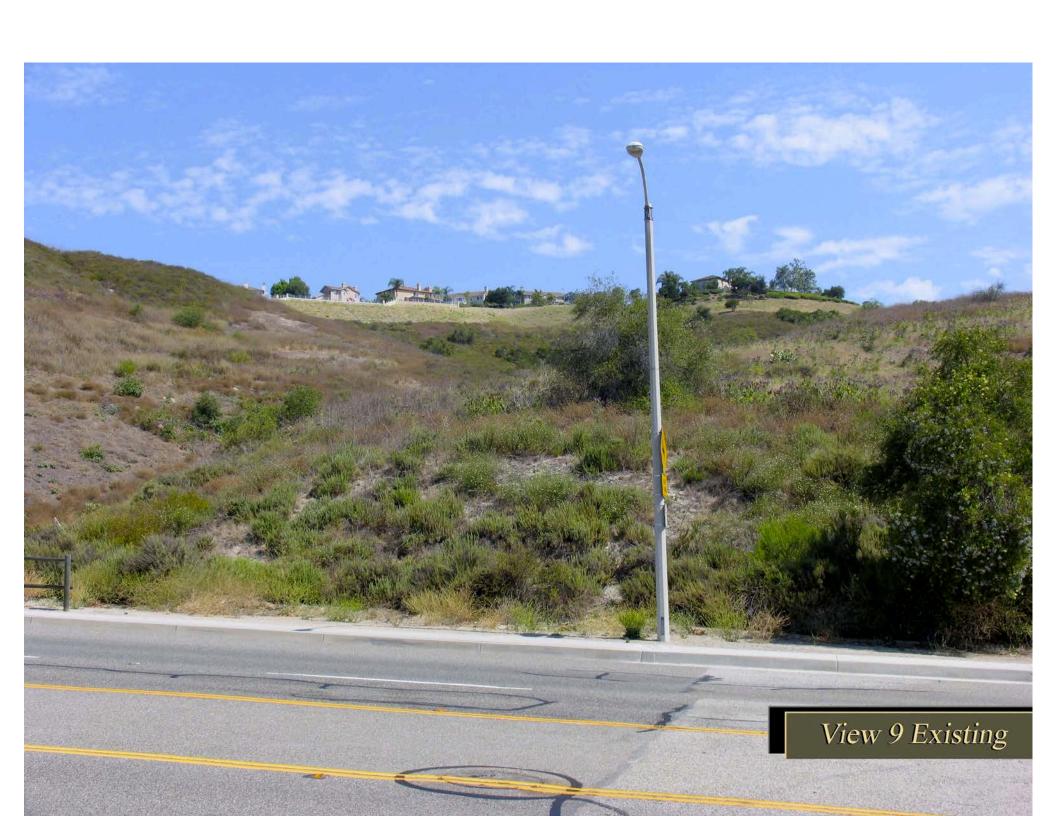
Campsis Radicans
(Trumpet Vine)

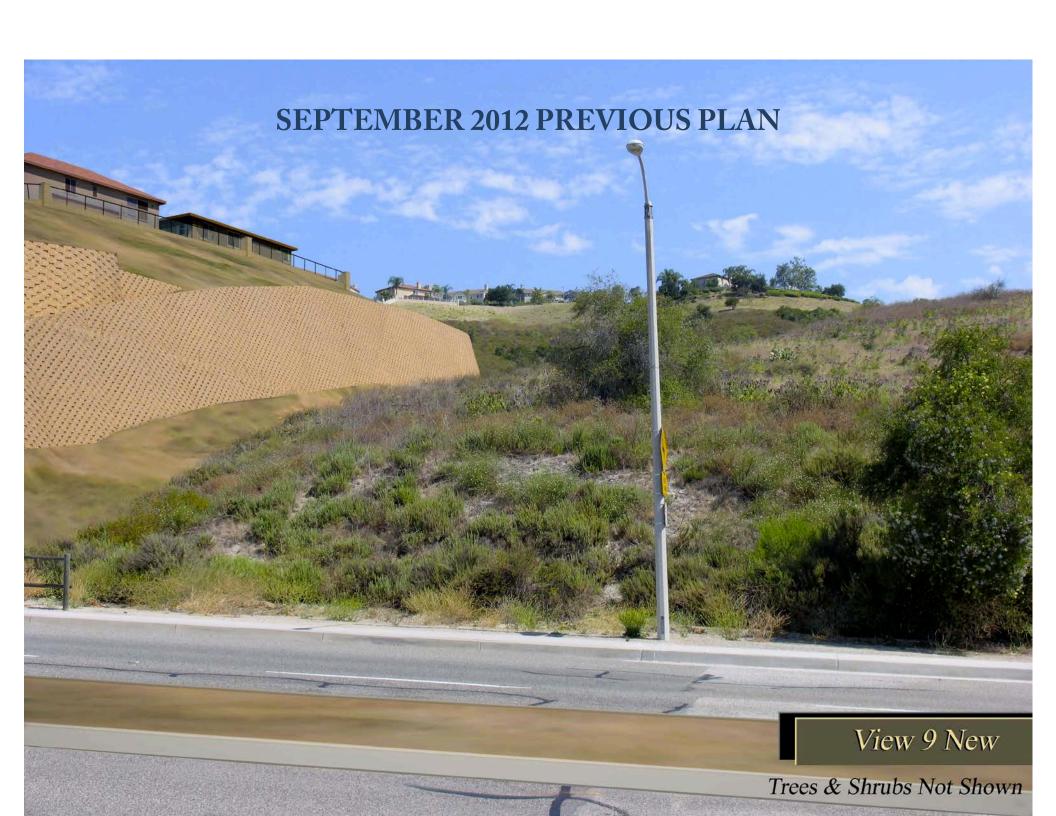


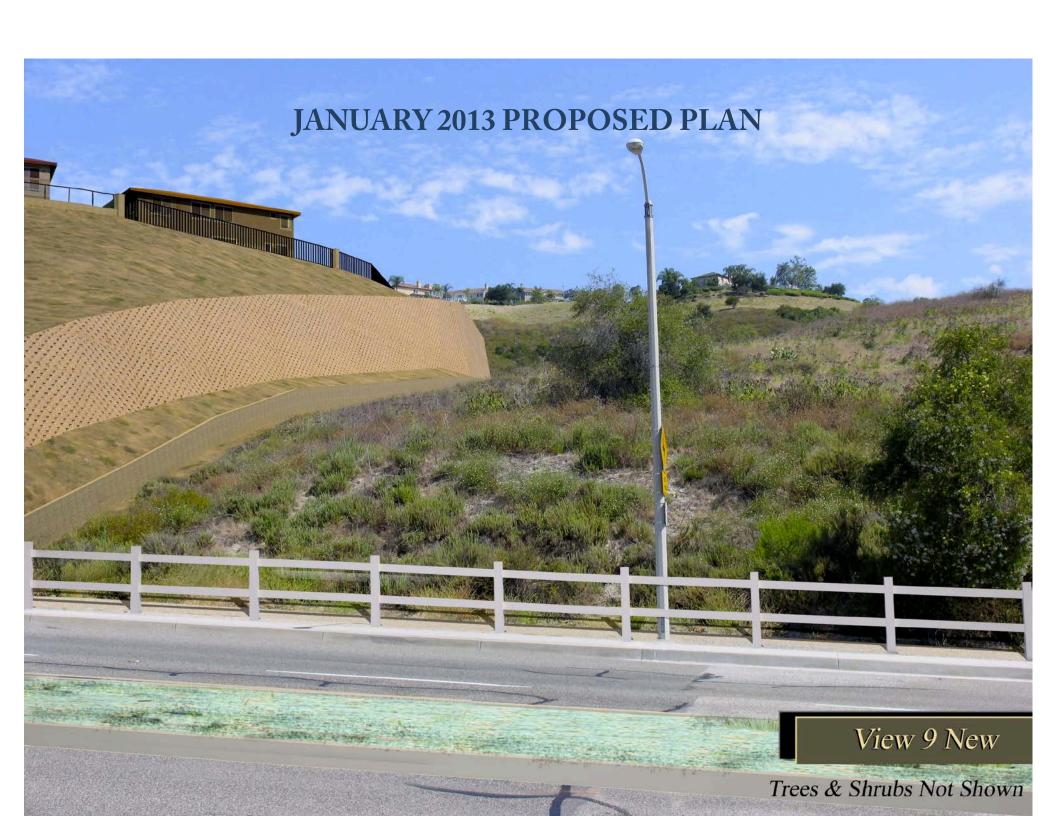
Senecio Mandraliscae (Kleinia)



Quercus Ilex (Holly Oak)











#### View 9 Plant Palette



Arbutus Uneda (Strawberry Tree)



Encilia Californica (Coast Sunflower)



Cistus Sunset (Rock Rose)



Mimulus Aurantiacus (Sticky Monkey Flower)



Yucca Schindigera (Mojave Yucca)



Keckiella Cordifolia (Keckiella)

#### View 9 Plant Palette



Bougainvillea Species (Bougainvillea)



Campsis Radicans (Trumpet Vine)



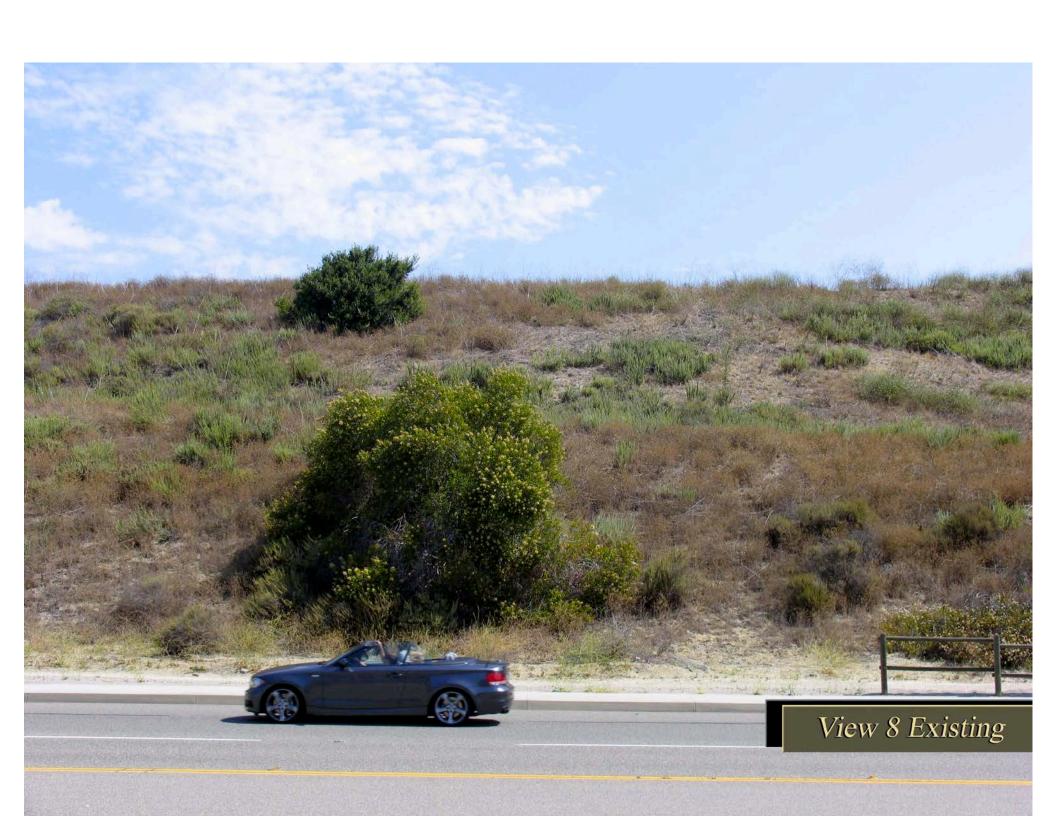
Laurus Nobilis (Sweet Bay Tree)

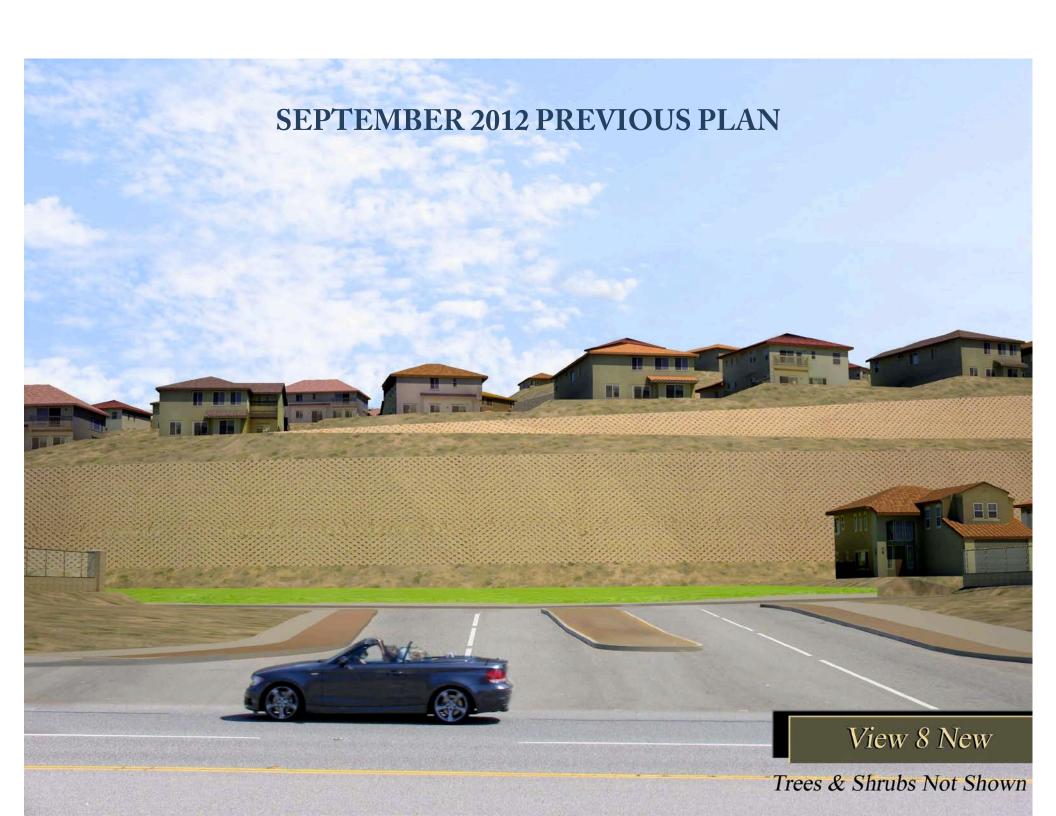


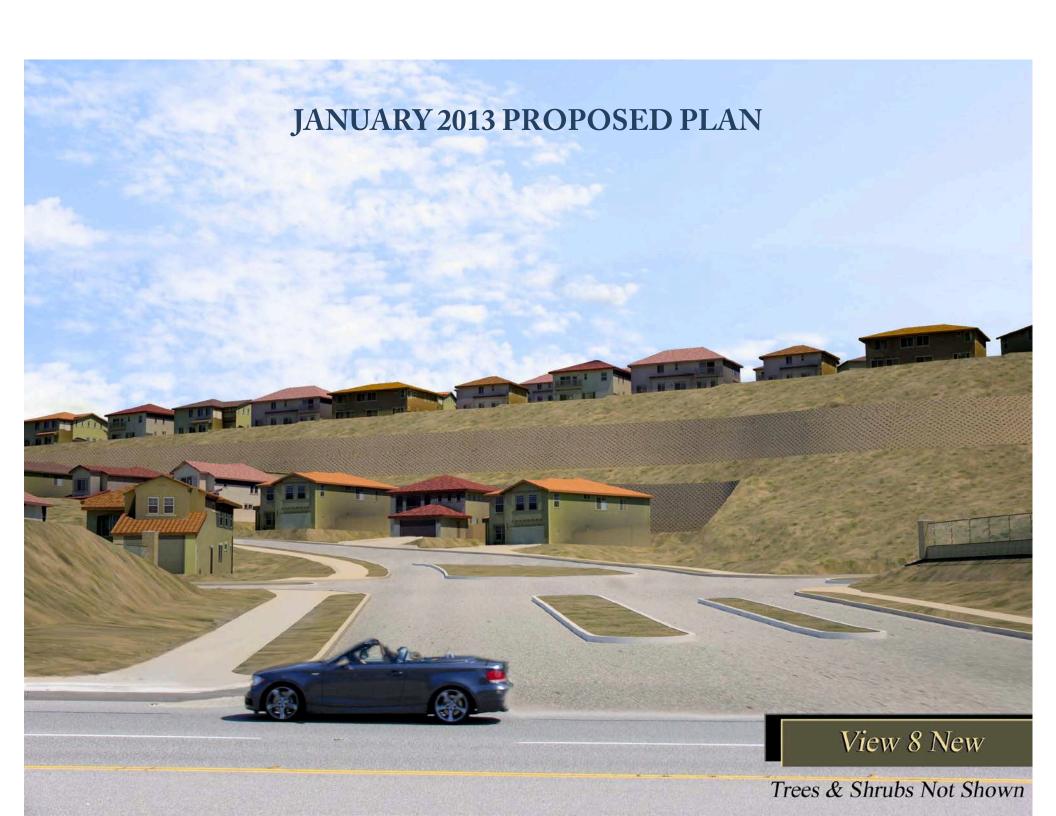
Quercus Ilex (Holly Oak)



Senecio Mandraliscae (Kleinia)











#### View 8 Plant Palette



Arbutus Uneda (Strawberry Tree)



Encilia Californica (Coast Sunflower)



Cistus Sunset (Rock Rose)



Mimulus Aurantiacus (Sticky Monkey Flower)



Yucca Schindigera (Mojave Yucca)



Keckiella Cordifolia (Keckiella)

#### View 8 Plant Palette



Bougainvillea Species (Bougainvillea)



Quercus Ilex (Holly Oak)



Oleo Europa Wilsoni (Fruitless Olive Tree)



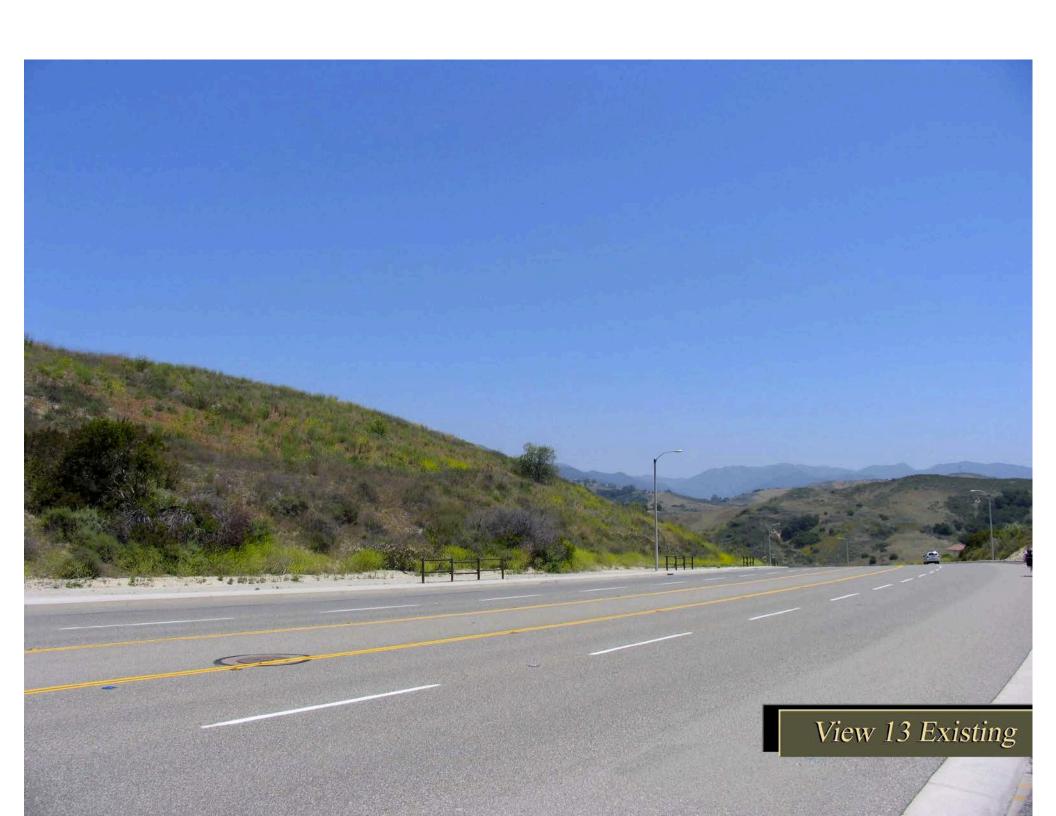
Campsis Radicans
(Trumpet Vine)

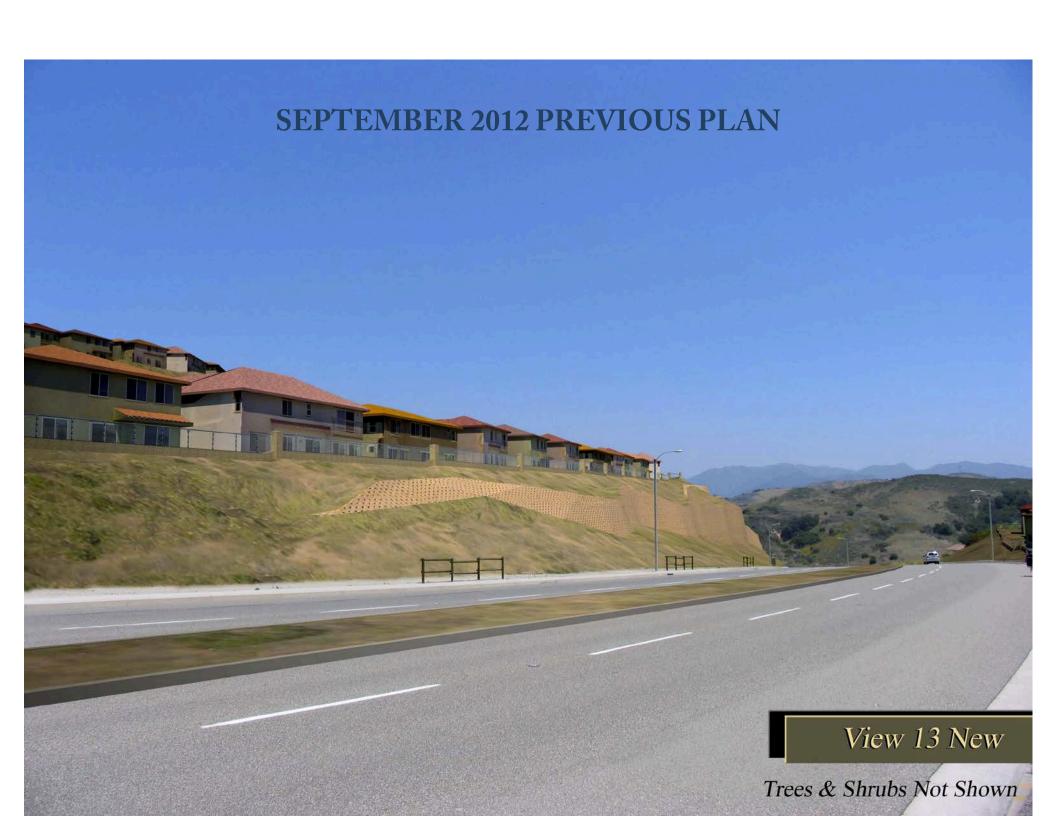


Raphiolepis Indica (Indian Hawthorne)



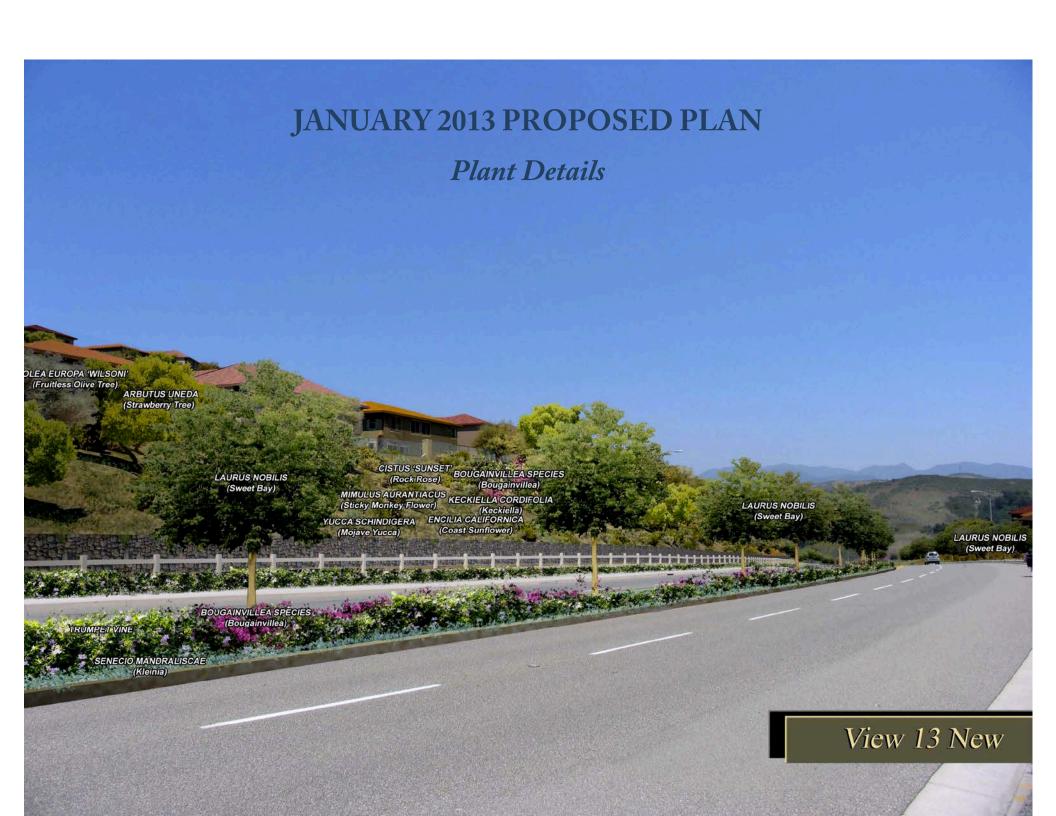
Dianella Species (Flax Lilly)

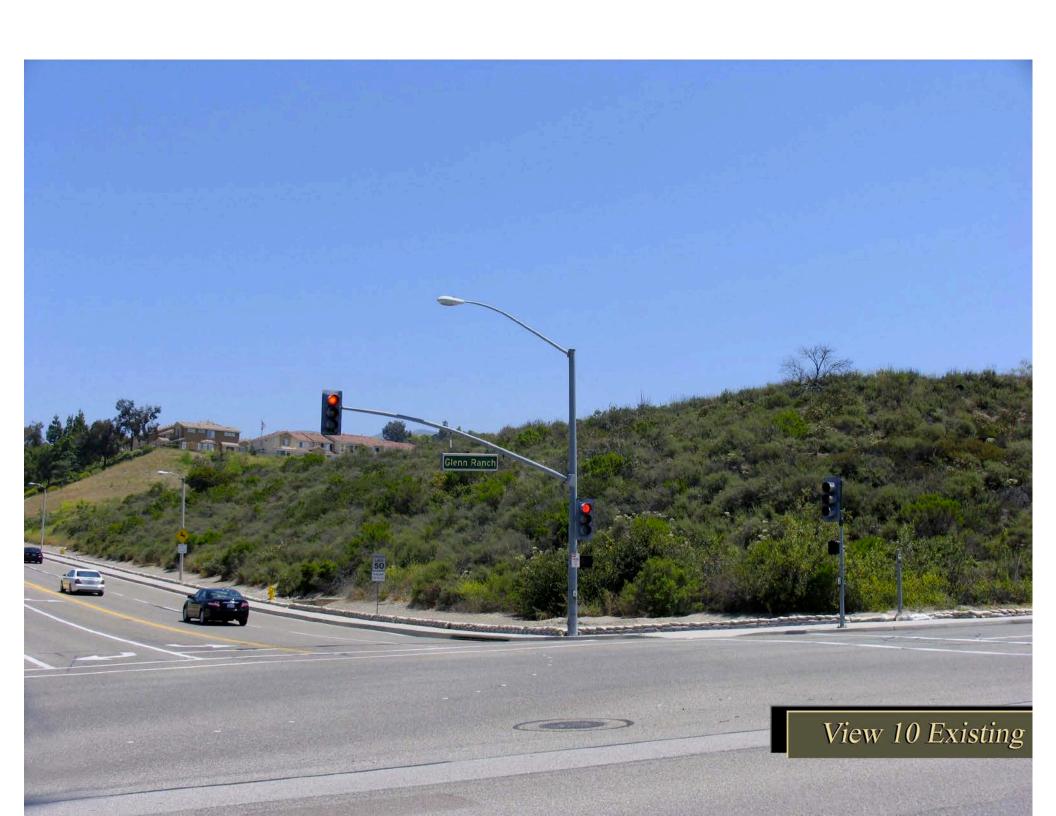


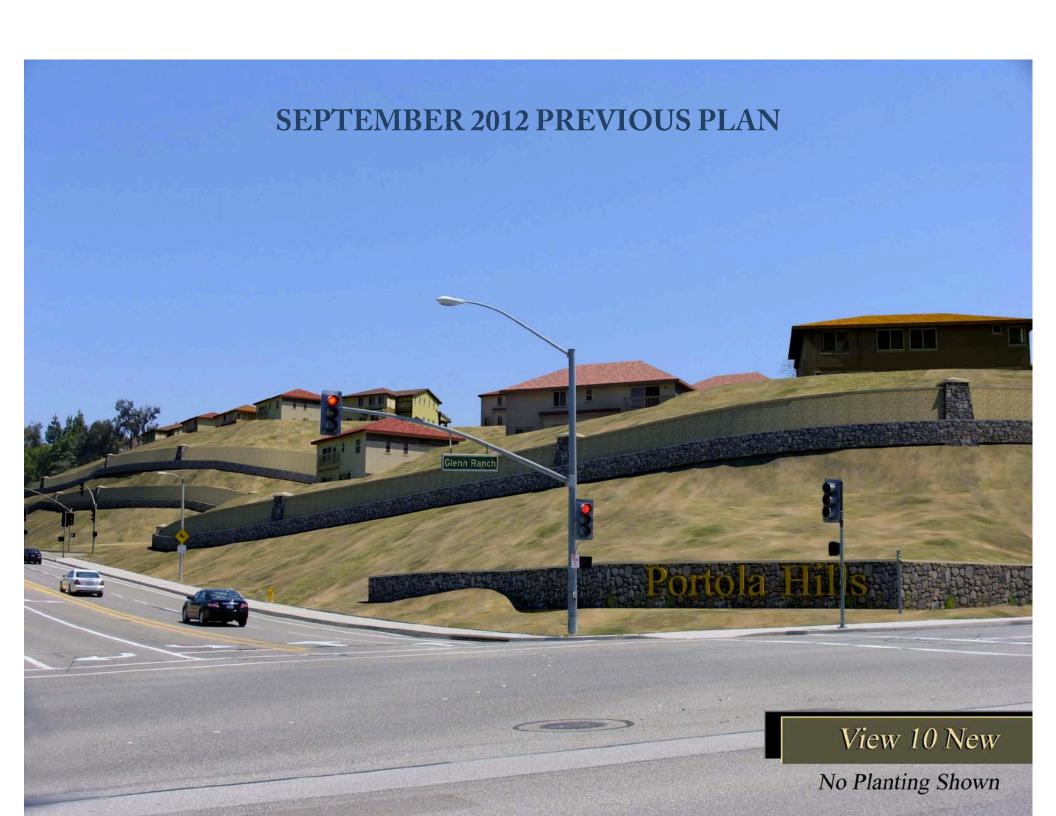


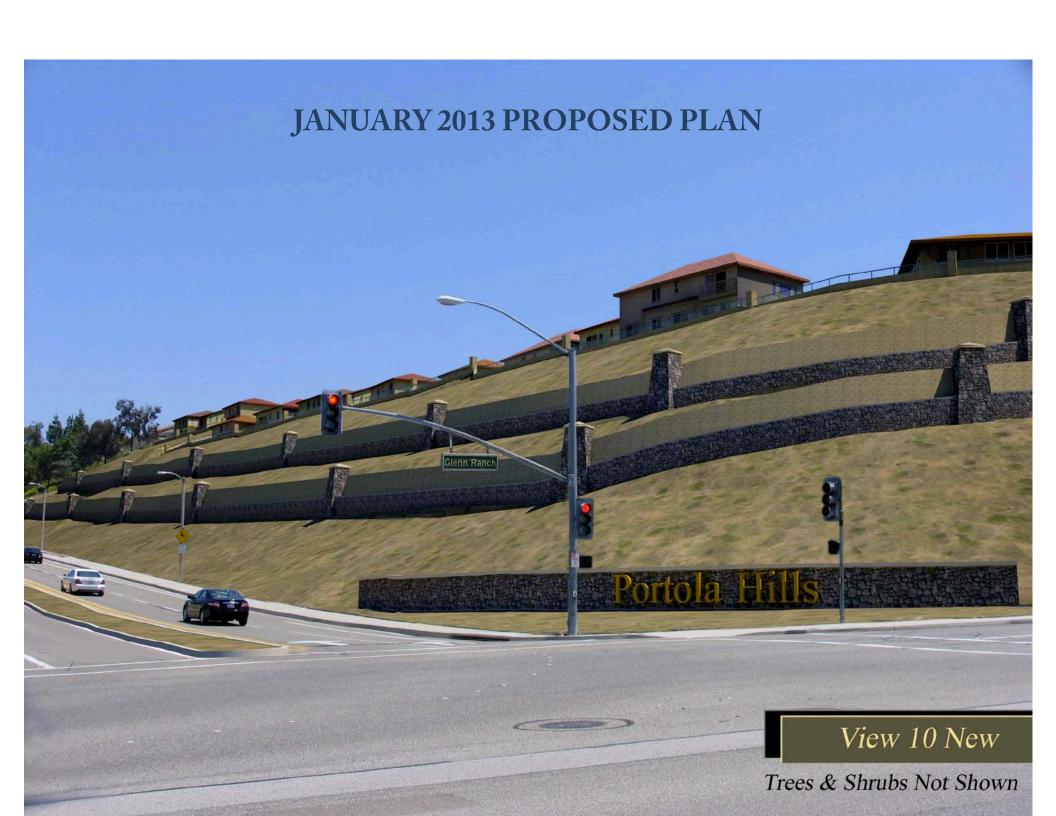




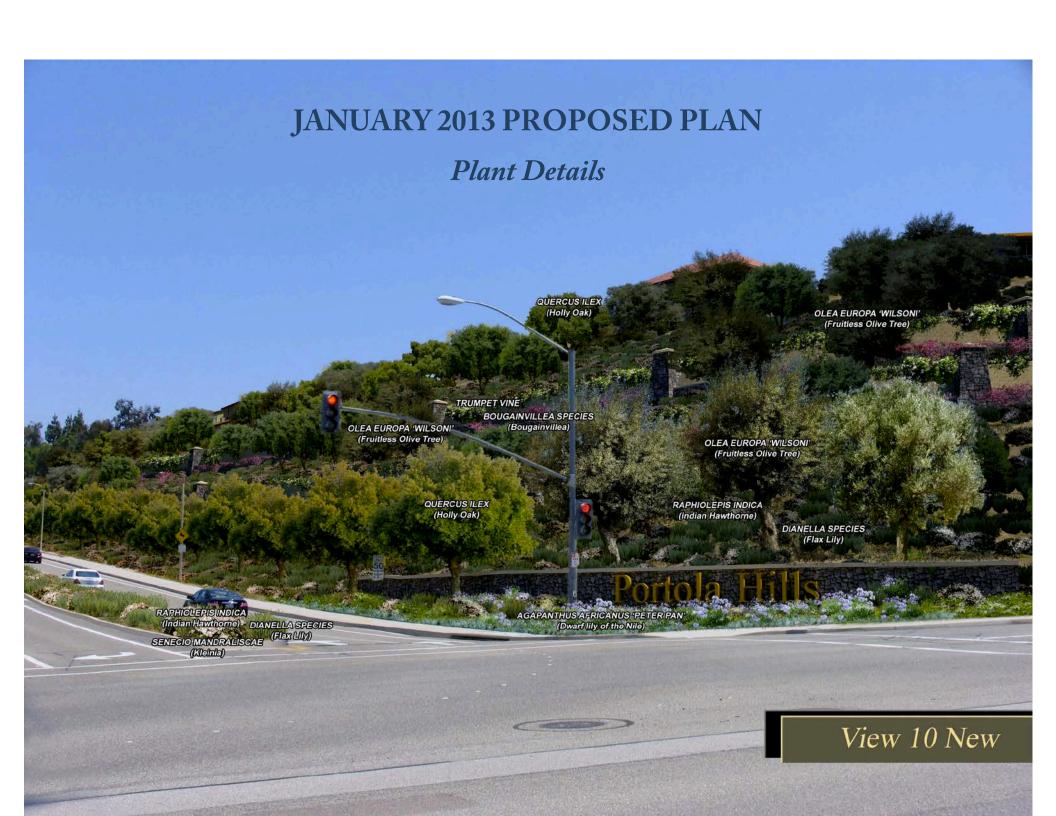


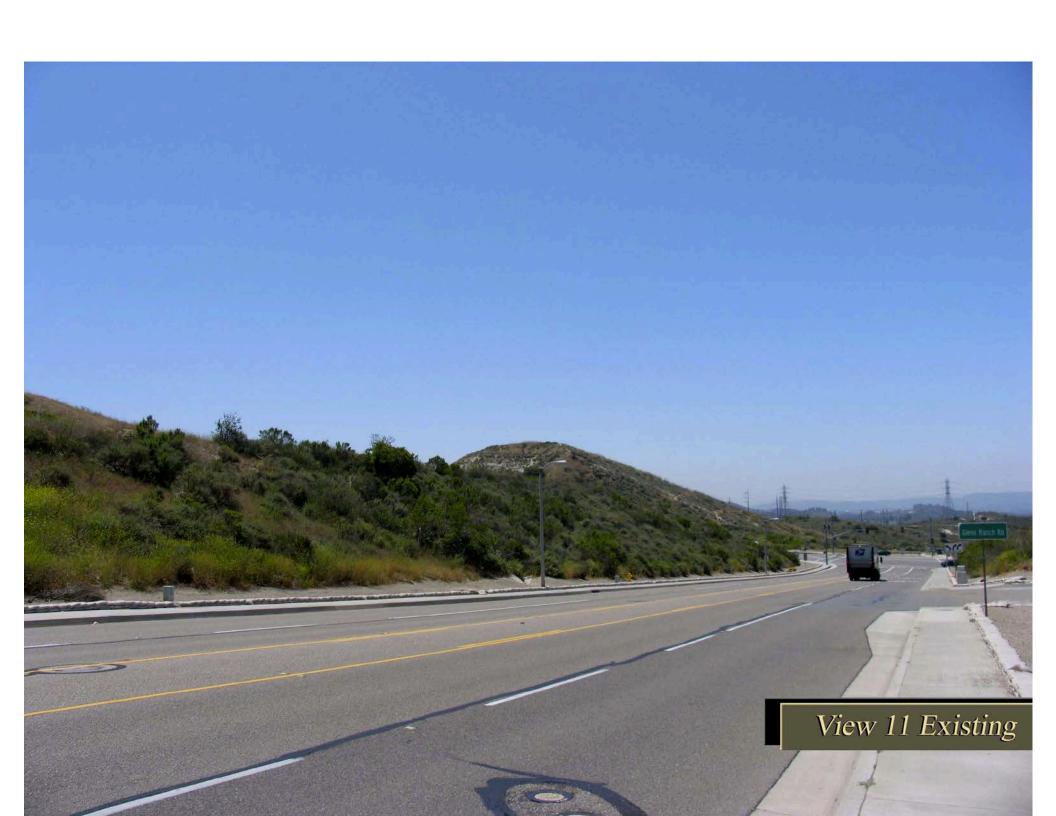


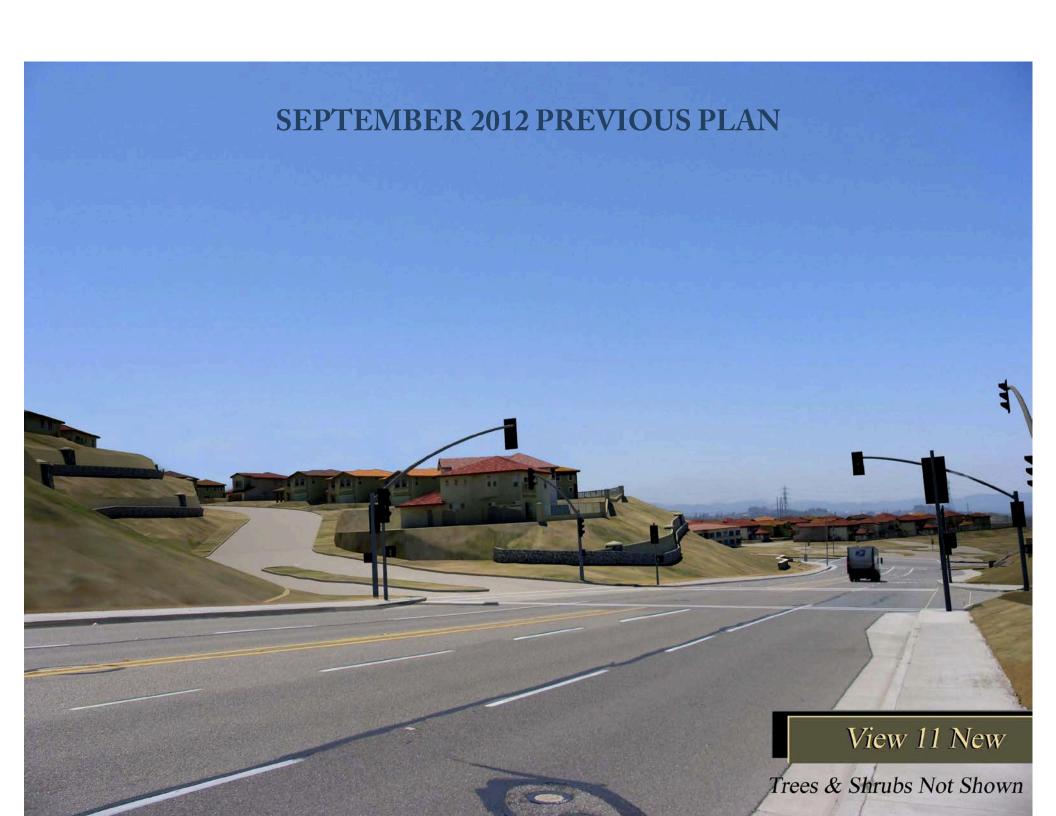


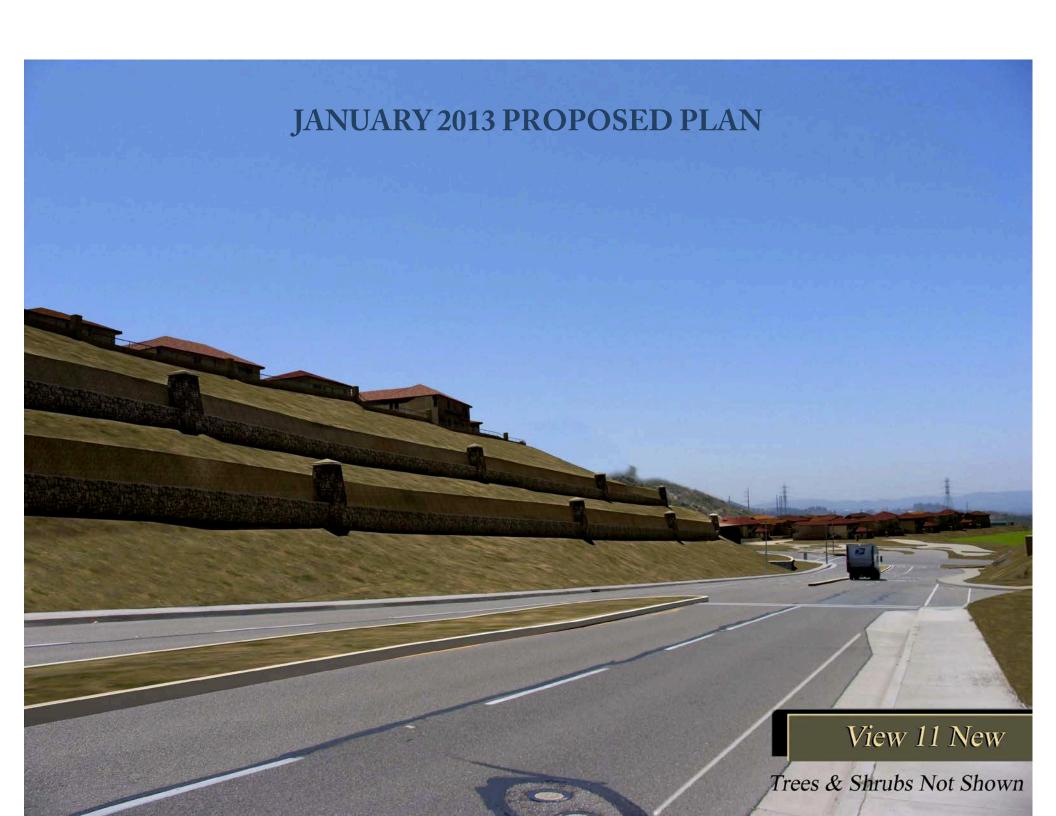


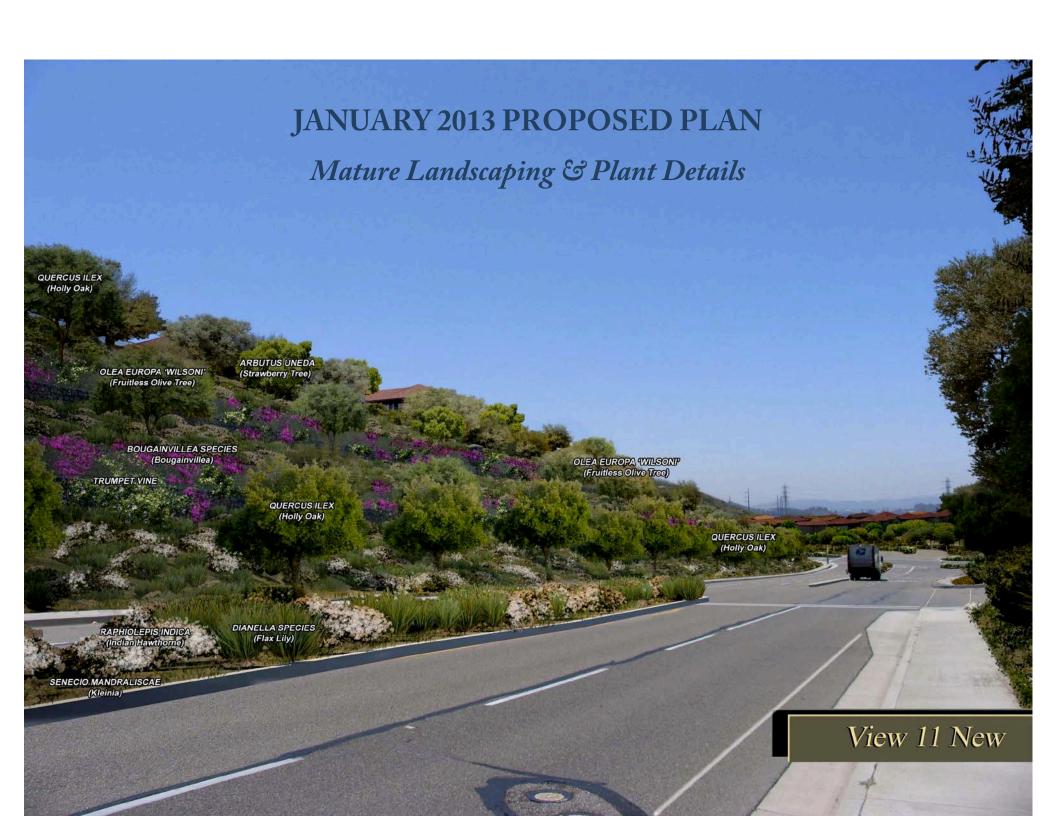


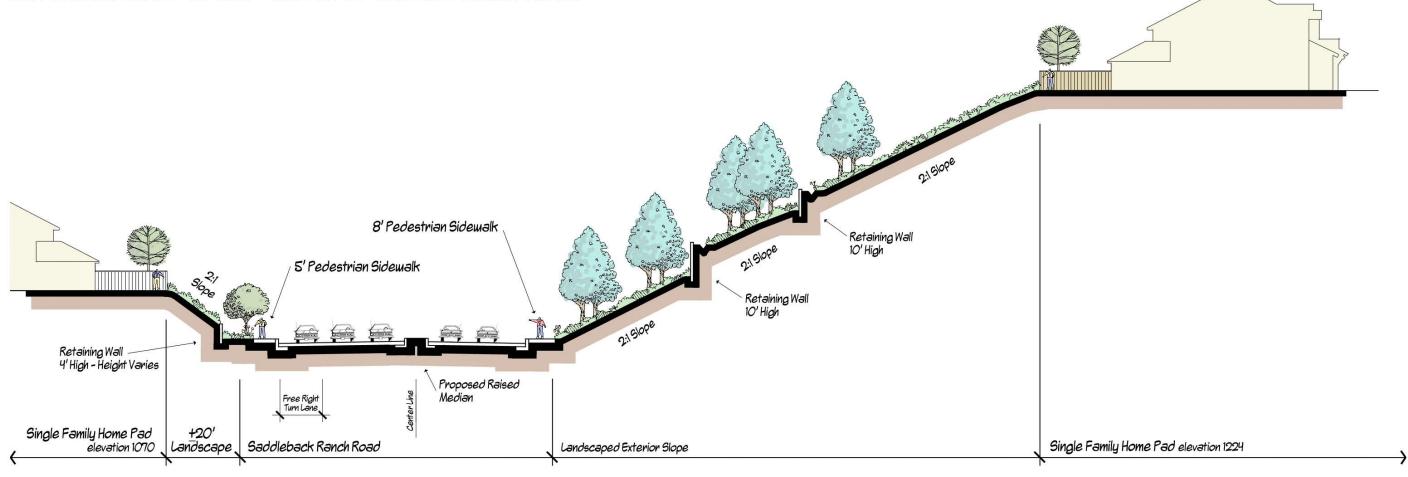




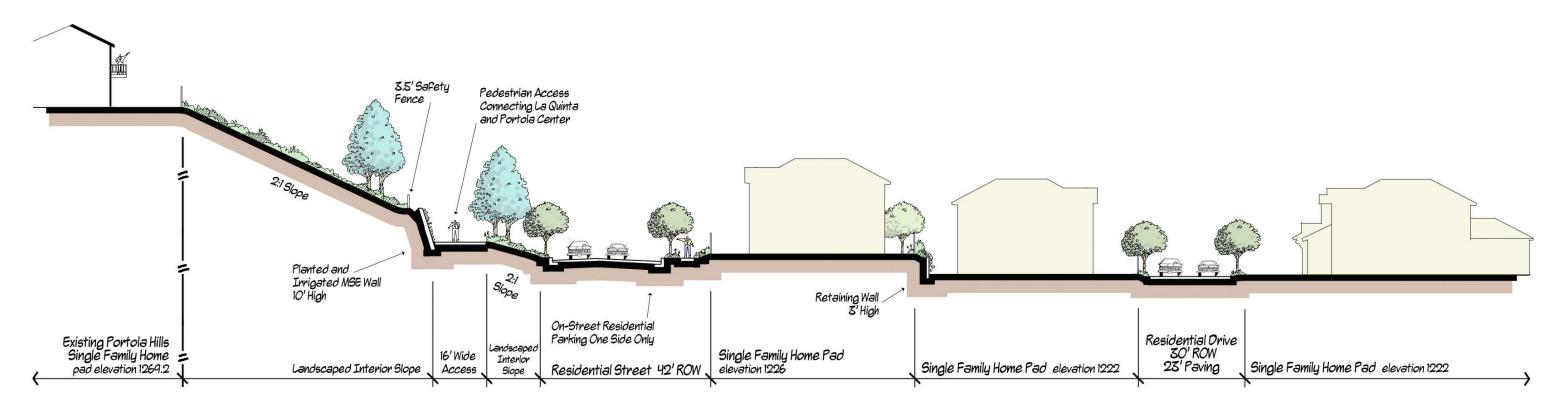






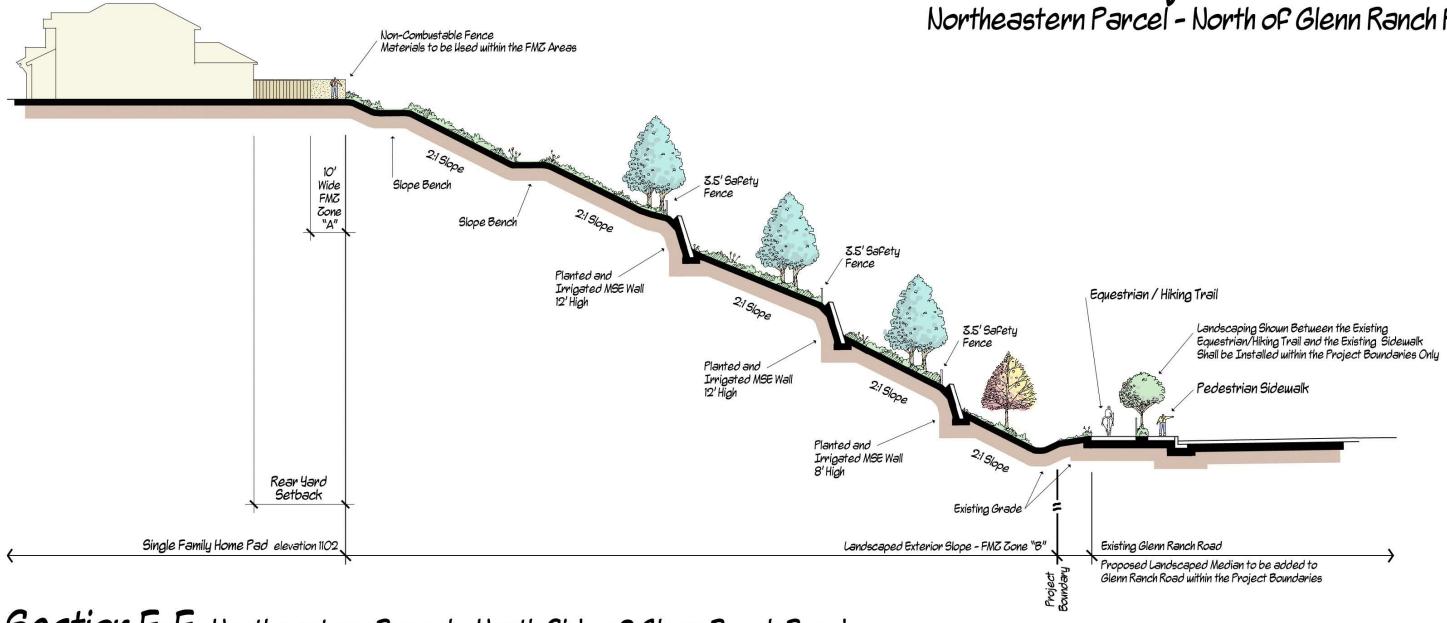


Section D-D Saddleback Ranch Road Looking North at the Right-Turn-Only Lane



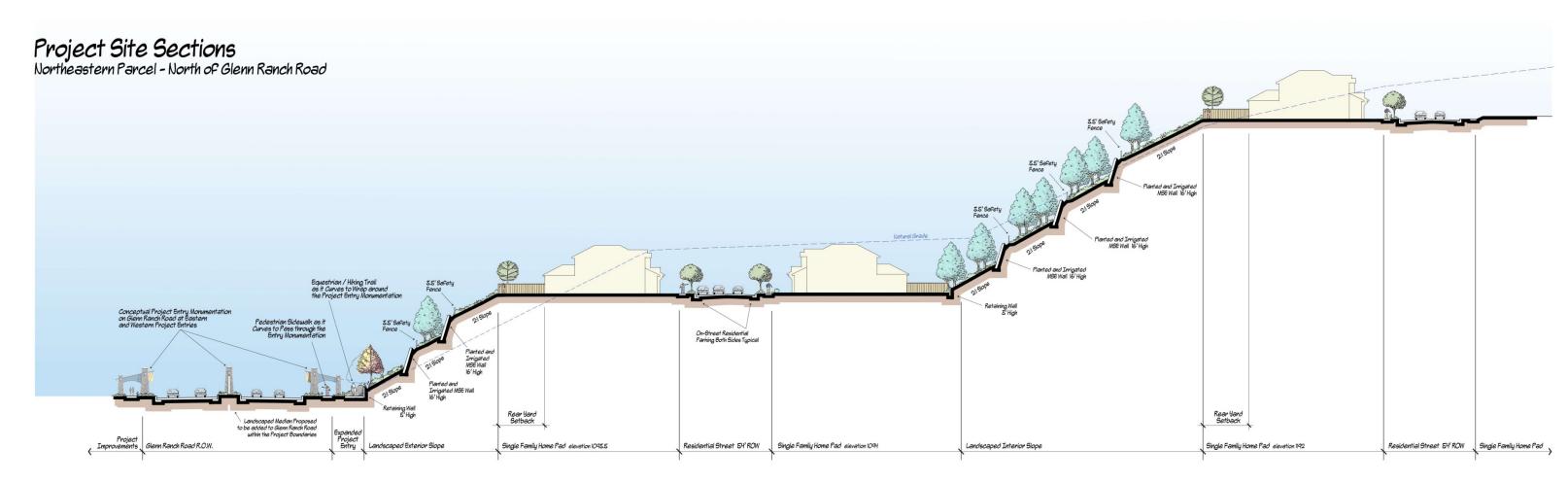
Section E-E Northeastern Parcel Adjacent to the Existing Portola Hills Single Family Residential





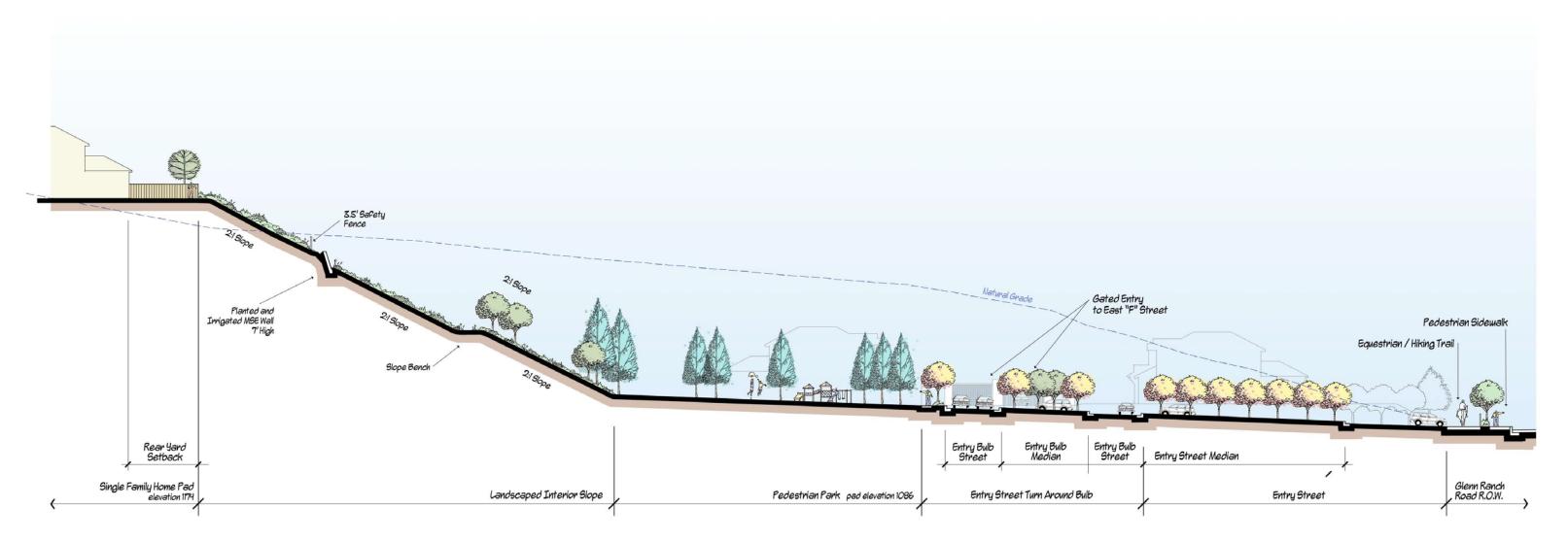
Section F-F Northeastern Parcel - North Side of Glenn Ranch Road at Eastern Project Edge with Lowered Retaining Walls





#### Section G-G Northeastern Parcel - North Side of Glenn Ranch Road at Project Entry with Lowered Retaining Walls

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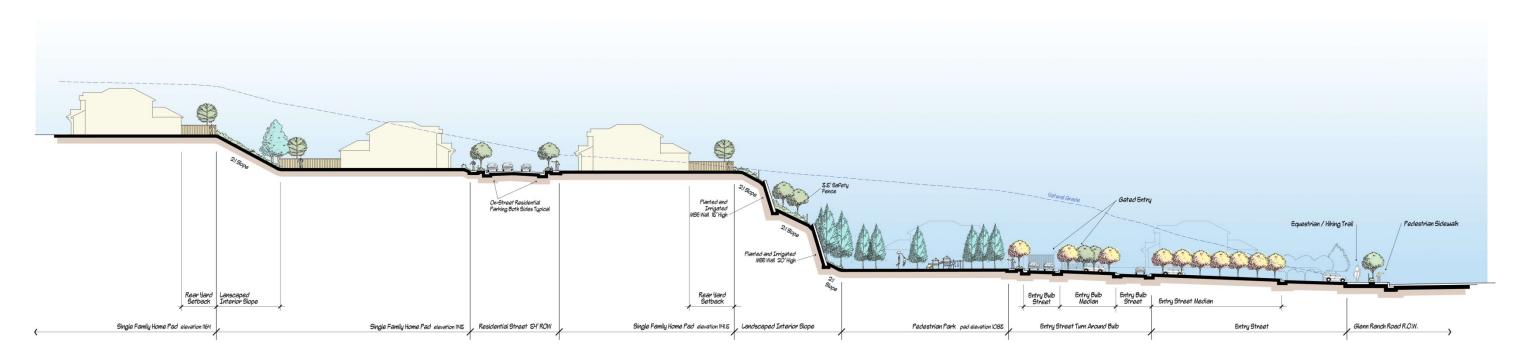
#### Section H-H

Northeastern Parcel Entry at Glenn Ranch Road Showing the Entry Pedestrian Park with Lowered Retaining Walls

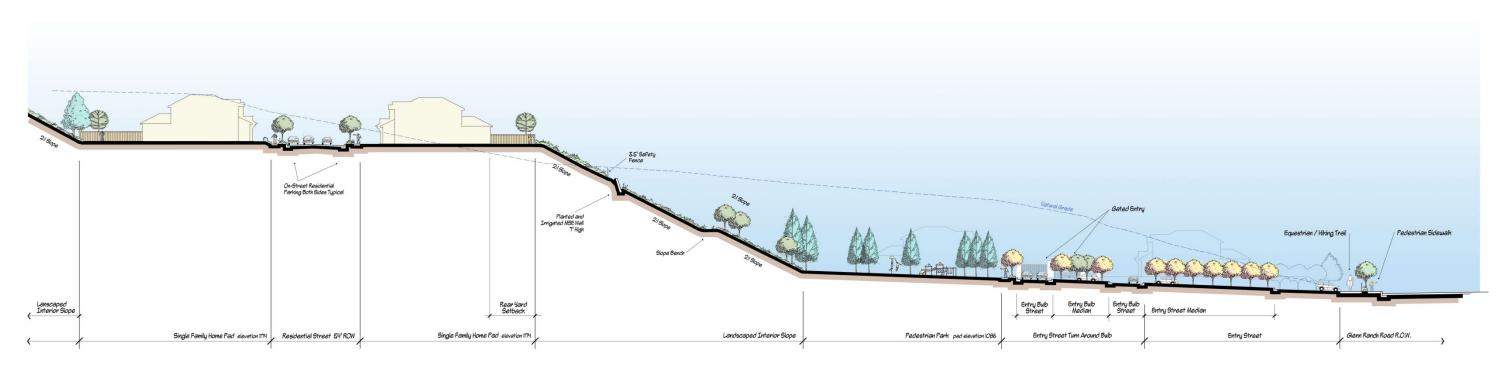


### Project Site Section Comparisons Reduced MSE Wall Heights

Northeastern Parcel - North of Glenn Ranch Road Visual Impact Study at Parcel Entry



Previous TTM - Section H-H Northeastern Parcel Entry and Pedestrian Park at Glenn Ranch Road



Proposed TTM - Section H-H Northeastern Parcel Entry and Pedestrian Park at Glenn Ranch Road with New Circulation and Lowered Retaining Walls



